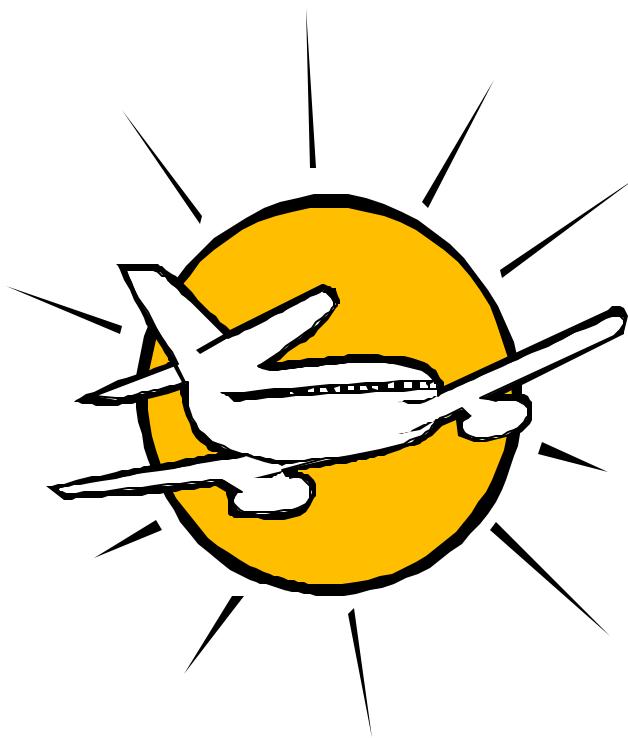

DOMESTIC AIRLINE FARES CONSUMER REPORT



Fourth Quarter 2001 Passenger and Fare Information

December 2002



U.S. Department of Transportation

FARE INFORMATION FOR CONSUMERS

Each month the Department of Transportation releases an Air Travel Consumer Report that includes information about various service quality elements, including flight delays, mishandled baggage, and oversales, and a variety of other types of consumer complaints.

In response to an increasing number of inquiries from consumers about domestic airline prices the Department decided to release a quarterly fare report. The first such report, for the third quarter of 1996, was released in June 1997.

The initial report provided information about average prices being paid by consumers in the 1,000 largest domestic city-pair markets within the 48 contiguous states. These markets account for about 75 percent of all 48-state passengers and 70 percent of total domestic passengers. Information regarding all 5,849 city-pair markets for the fourth quarter of 2001 is available at <http://ostpxweb.dot.gov/aviation/>. Once at the site select the Domestic Aviation Competition Series link, then select the Airline Industry Data link.

Table 1 of this report continues to cover the 1,000 largest city-pair markets in the 48 contiguous states. For each of the 1,000 largest city-pair markets, Table 1 lists the number of one-way passenger trips per day, the nonstop distance, the average market fare, and identifies the airlines with the largest market share and the lowest average fare; market share and average fares are provided for both airlines. Average fares are average prices paid by all fare paying passengers. They therefore cover first class fares paid to carriers offering such service but do not cover free tickets, such as those awarded by carriers offering frequent flyer programs.

Airlines tend to offer a wide variety of prices in any given market and it is unlikely that the average fares from this report will be the same as any particular fare offered. Nevertheless, information about average fares charged, including fares charged by dominant carriers and lower-cost competing carriers where available, can provide useful consumer information. Also, fare comparisons between markets allow consumers to further evaluate prices.

In particular, a high average fare in a market is an indication that a broad range of fares is available and that the number of seats sold at low fares are likely to be both very limited and subject to various travel restrictions. In such markets travelers must make extra efforts to get the lowest price for the service they want. Advice laid out in the fact sheet prepared by the Department's Aviation Consumer Protection Division—*Getting the Best Air Fare*—will help consumers accomplish this. This fact sheet can be obtained by requesting a copy at (202) 366-2220 or via the World Wide Web at: <http://airconsumer.ost.dot.gov/publications/bestfare.htm>.

To assist consumers in making average fare comparisons, Table 1 segregates markets by mileage block, since distance is a major factor that affects the level of prices charged. Markets are then sorted within each mileage block by fare amount, from the highest average fare to the lowest. Consumers should understand that because carriers tend to offer a variety of prices in a

market, carriers with higher average prices might offer some seats at prices as low as, or even lower than, carriers with much lower average prices.

The information contained in Table 1 reveals that in many markets the average fares are quite different from carrier-to-carrier. In some instances this reflects differences in service, such as connecting versus nonstop service, or service to different area airports. Note that the “lowest fare carrier” is the carrier with the lowest average fare that has at least a 10 percent share of the traffic in the market, except for markets where only a single carrier has a 10 percent or greater share. In such markets the carrier with the lowest average fare is identified even if its market share is less than 10 percent. In some markets the “market average” fare will be lower than the fare for the ‘lowest fare carrier’ because several carriers that do not individually account for a 10 percent share can collectively account for a significant share. Often they charge lower average fares than individual carriers with greater market participation.

In Table 2, the data are summarized by city. The information provided includes the number of city-pair markets in the top 1,000 that involve each city (e.g., three for Lubbock), the number of passengers traveling to and from each city, the average fare, average fare per mile (yield), and average distance traveled. The data are sorted by distance.

Data are provided for markets that experienced changes in average fares of at least 30 percent compared with one year ago. Markets with large increases are shown in Table 3 and markets with large decreases are shown in Table 4. Each market’s average fare and total passenger count are provided, along with the absolute and percent change in both average fares and passengers.

Table 5 provides detailed fare information for short-haul, high-fare markets. For a more complete explanation, please read the introductory information at the beginning of Table 5 itself.

Table 6, which is available on the Internet only, is the expanded version of Table 1 that lists all city-pair markets that average at least 10 passengers each day.

Table 7 provides fare premiums for the airports in the seventy-five cities listed in Table 2, and demonstrates the impact of low-fare service and hub domination on fare levels.

Footnotes and a key for carrier codes used in this report can be found at the end of the report. This report is also available at <http://ostpxweb.dot.gov/aviation/> in Adobe Acrobat PDF format. Telephone inquiries should be referred to (202) 366-1053.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets
Fourth Quarter 2001

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|--|--------------------------------------|------------------|----------------------------|-----------------|----------------------------|-------------------------------|---------------------|----------------------------|-------------------------------|
| | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| <u>Distance Block - 101-150 miles</u> | | | | | | | | | |
| Portland, OR | Seattle, WA | 129 | 282 | 124 | AS | 98.73 | 124 | AS | 98.73 |
| Islip/Long Island, NY | Providence, RI | 109 | 227 | 50 | WN | 100.00 | 50 | WN | 100.00 |
| <u>Distance Block - 151-200 miles</u> | | | | | | | | | |
| Baltimore, MD | New York, NY | 185 | 197 | 161 | US | 62.35 | 160 | AA | 22.50 |
| Boston, MA | New York, NY | 200 | 3,120 | 135 | DL | 46.11 | 122 | US | 29.95 |
| Chicago, IL | Indianapolis, IN | 177 | 459 | 88 | UA | 38.25 | 104 | WN | 37.12 |
| Austin, TX | Dallas/Ft. Worth, TX | 183 | 1,268 | 82 | WN | 80.63 | 80 | WN | 80.63 |
| Tallahassee, FL | Tampa/St. Petersburg/Lakeland, FL | 200 | 263 | 78 | US | 73.17 | 88 | FL | 26.37 |
| Houston, TX | San Antonio, TX | 200 | 662 | 76 | WN | 70.40 | 74 | WN | 70.40 |
| Austin, TX | Houston, TX | 160 | 567 | 75 | WN | 73.79 | 73 | WN | 73.79 |
| Baltimore, MD | Norfolk, VA | 159 | 205 | 72 | WN | 66.12 | 56 | WN | 66.12 |
| Dallas/Ft. Worth, TX | Oklahoma City, OK | 181 | 386 | 72 | WN | 71.90 | 70 | WN | 71.90 |
| Ft. Lauderdale, FL | Orlando/Kissimmee, FL | 177 | 489 | 69 | WN | 87.03 | 67 | WN | 87.03 |
| Jacksonville, FL | Tampa/St. Petersburg/Lakeland, FL | 181 | 210 | 68 | US | 57.31 | 72 | WN | 42.58 |
| Ft. Lauderdale, FL | Tampa/St. Petersburg/Lakeland, FL | 197 | 913 | 66 | WN | 95.37 | 66 | WN | 95.37 |
| Las Vegas, NV | Ontario, CA | 197 | 848 | 63 | WN | 97.47 | 64 | HP | 2.23 |
| Reno, NV | San Jose/Palo Alto, CA | 188 | 418 | 62 | WN | 99.82 | 62 | WN | 99.82 |
| Oakland/Berkeley, CA | Reno, NV | 180 | 373 | 61 | WN | 100.00 | 61 | WN | 100.00 |
| Tampa/St. Petersburg/Lakeland, FL | West Palm Beach, FL | 175 | 249 | 60 | WN | 90.44 | 60 | US | 6.77 |
| <u>Distance Block - 201-250 miles</u> | | | | | | | | | |
| Atlanta, GA | Charlotte, NC | 227 | 258 | 235 | DL | 67.79 | 233 | DL | 67.79 |
| Atlanta, GA | Nashville, TN | 214 | 173 | 224 | DL | 98.68 | 225 | DL | 98.68 |
| Detroit, MI | Indianapolis, IN | 231 | 218 | 214 | NW | 88.35 | 226 | WN | 8.11 |
| Detroit, MI | Milwaukee, WI | 238 | 202 | 210 | NW | 96.77 | 213 | NW | 96.77 |
| Chicago, IL | Dayton, OH | 240 | 224 | 130 | UA | 40.96 | 143 | TZ | 35.81 |
| New York, NY | Washington, DC | 238 | 2,512 | 127 | DL | 42.49 | 115 | US | 39.21 |
| New York, NY | Syracuse, NY | 209 | 479 | 97 | B6 | 56.47 | 65 | B6 | 56.47 |
| Miami, FL | Tampa/St. Petersburg/Lakeland, FL | 205 | 382 | 79 | AA | 47.60 | 82 | FL | 12.75 |
| Corpus Christi, TX | Houston, TX | 201 | 309 | 79 | WN | 66.85 | 79 | CO | 33.00 |
| Dallas/Ft. Worth, TX | San Antonio, TX | 247 | 1,688 | 77 | WN | 78.40 | 74 | WN | 78.40 |
| Chicago, IL | Detroit, MI | 235 | 2,233 | 73 | NW | 45.09 | 70 | WN | 24.64 |
| Harlingen, TX | San Antonio, TX | 233 | 174 | 73 | WN | 99.63 | 72 | WN | 99.63 |
| Indianapolis, IN | St. Louis, MO | 229 | 216 | 72 | TW | 42.08 | 77 | WN | 40.27 |
| Dallas/Ft. Worth, TX | Tulsa, OK | 237 | 768 | 70 | WN | 68.34 | 70 | AA | 27.21 |
| Atlanta, GA | Savannah, GA | 214 | 338 | 68 | DL | 87.04 | 67 | DL | 87.04 |
| Seattle, WA | Spokane, WA | 224 | 1,448 | 66 | AS | 55.44 | 72 | WN | 44.27 |
| Glendale/Burbank, CA | Las Vegas, NV | 223 | 1,487 | 66 | WN | 99.98 | 66 | WN | 99.98 |
| Las Vegas, NV | Santa Ana, CA | 226 | 964 | 64 | HP | 70.20 | 62 | HP | 70.20 |
| Kansas City, MO | St. Louis, MO | 237 | 583 | 62 | WN | 51.36 | 60 | WN | 51.36 |
| Baltimore, MD | Islip/Long Island, NY | 220 | 473 | 61 | WN | 99.54 | 61 | WN | 99.54 |
| Las Vegas, NV | Los Angeles, CA | 236 | 3,128 | 60 | WN | 45.50 | 63 | N7 | 13.86 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|------------------------------|---------------------|------------------|----------------------------|-----------------|----------------------------|-------------------------------|---------------------|----------------------------|-------------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Distance Block - 251-300 miles | | | | | | | | | | |
| Chicago, IL | Cincinnati, OH | 264 | 381 | 278 | DL | 56.08 | 277 | AA | 16.73 | 274 |
| New York, NY | Richmond, VA | 292 | 366 | 219 | US | 52.82 | 209 | DL | 17.10 | 201 |
| Boston, MA | Philadelphia, PA | 280 | 898 | 206 | US | 77.92 | 212 | AA | 12.75 | 175 |
| New York, NY | Norfolk, VA | 296 | 344 | 176 | US | 46.08 | 160 | AA | 19.79 | 145 |
| New York, NY | Portland, ME | 284 | 209 | 172 | CO | 34.76 | 190 | AA | 31.11 | 159 |
| Milwaukee, WI | Minneapolis/St.Paul, MN | 297 | 535 | 139 | NW | 93.66 | 142 | SY | 5.16 | 63 |
| Burlington, VT | New York, NY | 267 | 330 | 94 | B6 | 57.42 | 73 | B6 | 57.42 | 73 |
| Atlanta, GA | Jacksonville, FL | 270 | 658 | 93 | DL | 80.98 | 95 | FL | 18.18 | 84 |
| New York, NY | Rochester, NY | 264 | 969 | 91 | B6 | 61.41 | 72 | B6 | 61.41 | 72 |
| Philadelphia, PA | Pittsburgh, PA | 268 | 842 | 85 | US | 79.26 | 92 | FL | 20.29 | 55 |
| Dallas/Ft. Worth, TX | Houston, TX | 252 | 4,062 | 77 | WN | 71.80 | 76 | WN | 71.80 | 76 |
| Glendale/Burbank, CA | San Jose/Palo Alto, CA | 296 | 1,093 | 76 | WN | 99.93 | 76 | WN | 99.93 | 76 |
| Chicago, IL | Columbus, OH | 297 | 1,345 | 75 | WN | 41.80 | 65 | HP | 12.04 | 61 |
| Chicago, IL | St. Louis, MO | 258 | 1,836 | 71 | WN | 48.29 | 66 | WN | 48.29 | 66 |
| Dallas/Ft. Worth, TX | Lubbock, TX | 293 | 735 | 70 | WN | 85.59 | 69 | WN | 85.59 | 69 |
| Chicago, IL | Louisville, KY | 286 | 683 | 67 | WN | 67.80 | 60 | WN | 67.80 | 60 |
| Harlingen, TX | Houston, TX | 295 | 456 | 67 | WN | 89.89 | 67 | WN | 89.89 | 67 |
| Baltimore, MD | Raleigh/Durham, NC | 255 | 556 | 67 | WN | 69.27 | 62 | WN | 69.27 | 62 |
| Baltimore, MD | Hartford, CT/Springfield, MA | 284 | 902 | 65 | WN | 86.79 | 63 | WN | 86.79 | 63 |
| Las Vegas, NV | San Diego, CA | 258 | 1,702 | 64 | WN | 81.59 | 66 | HP | 17.50 | 51 |
| Portland, OR | Spokane, WA | 279 | 648 | 64 | WN | 60.39 | 58 | WN | 60.39 | 58 |
| Little Rock, AR | St. Louis, MO | 296 | 253 | 64 | WN | 62.05 | 60 | WN | 62.05 | 60 |
| Boise, ID | Salt Lake City, UT | 290 | 284 | 63 | WN | 65.98 | 58 | WN | 65.98 | 58 |
| Boise, ID | Spokane, WA | 287 | 402 | 62 | WN | 69.88 | 57 | WN | 69.88 | 57 |
| Louisville, KY | St. Louis, MO | 254 | 183 | 61 | WN | 68.02 | 57 | WN | 68.02 | 57 |
| Albany, NY | Baltimore, MD | 288 | 604 | 59 | WN | 81.07 | 58 | WN | 81.07 | 58 |
| Las Vegas, NV | Phoenix, AZ | 255 | 2,424 | 59 | WN | 75.19 | 61 | HP | 24.48 | 52 |
| Baltimore, MD | Buffalo, NY | 281 | 707 | 58 | WN | 82.48 | 57 | WN | 82.48 | 57 |
| Distance Block - 301-350 miles | | | | | | | | | | |
| Charlotte, NC | Washington, DC | 330 | 283 | 239 | US | 96.77 | 240 | US | 96.77 | 240 |
| Atlanta, GA | Louisville, KY | 321 | 185 | 237 | DL | 93.78 | 243 | US | 3.58 | 87 |
| Albuquerque, NM | Denver, CO | 349 | 243 | 178 | F9 | 50.18 | 150 | F9 | 50.18 | 150 |
| Boston, MA | Rochester, NY | 343 | 180 | 176 | US | 91.48 | 176 | CO | 2.90 | 144 |
| Chicago, IL | Des Moines, IA | 306 | 211 | 173 | UA | 45.18 | 193 | TZ | 27.23 | 105 |
| Philadelphia, PA | Raleigh/Durham, NC | 336 | 471 | 170 | US | 70.26 | 171 | AA | 29.23 | 165 |
| Chicago, IL | Minneapolis/St.Paul, MN | 349 | 2,480 | 152 | NW | 57.20 | 141 | TZ | 13.80 | 99 |
| New York, NY | Pittsburgh, PA | 340 | 1,224 | 148 | US | 83.57 | 143 | US | 83.57 | 143 |
| Glendale/Burbank, CA | San Francisco, CA | 326 | 617 | 116 | UA | 99.84 | 116 | UA | 99.84 | 116 |
| Los Angeles, CA | San Francisco, CA | 338 | 1,942 | 105 | UA | 72.00 | 109 | AA | 21.70 | 92 |
| Houston, TX | New Orleans, LA | 305 | 1,741 | 95 | WN | 66.92 | 89 | WN | 66.92 | 89 |
| Atlanta, GA | Greensboro/High Point, NC | 306 | 482 | 92 | DL | 72.48 | 101 | FL | 24.68 | 65 |
| Houston, TX | Mission/Mcallen, TX | 317 | 196 | 91 | CO | 98.17 | 91 | CO | 98.17 | 91 |
| Austin, TX | Lubbock, TX | 335 | 230 | 90 | WN | 95.99 | 90 | DL | 1.56 | 86 |
| Buffalo, NY | New York, NY | 301 | 1,393 | 90 | B6 | 60.39 | 74 | B6 | 60.39 | 74 |
| Atlanta, GA | Memphis, TN | 332 | 866 | 89 | DL | 64.37 | 93 | FL | 18.72 | 76 |
| Chicago, IL | Cleveland, OH | 316 | 1,754 | 84 | WN | 40.78 | 63 | WN | 40.78 | 63 |
| Phoenix, AZ | Santa Ana, CA | 339 | 907 | 84 | HP | 54.48 | 94 | WN | 44.26 | 72 |
| San Jose/Palo Alto, CA | Santa Ana, CA | 342 | 1,679 | 80 | AA | 51.14 | 79 | AA | 51.14 | 79 |
| Glendale/Burbank, CA | Oakland/Berkeley, CA | 325 | 2,231 | 77 | WN | 99.55 | 77 | WN | 99.55 | 77 |
| Los Angeles, CA | Oakland/Berkeley, CA | 337 | 3,008 | 72 | WN | 89.62 | 71 | WN | 89.62 | 71 |
| Baltimore, MD | Columbus, OH | 336 | 521 | 72 | WN | 49.47 | 62 | WN | 49.47 | 62 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Ontario, CA | San Jose/Palo Alto, CA | 333 | 972 | 72 | WN | 99.13 | 72 | WN | 99.13 | 72 |
| Dallas/Ft. Worth, TX | Little Rock, AR | 305 | 671 | 72 | WN | 69.70 | 70 | WN | 69.70 | 70 |
| Los Angeles, CA | San Jose/Palo Alto, CA | 308 | 1,982 | 71 | WN | 60.01 | 68 | WN | 60.01 | 68 |
| Boise, ID | Portland, OR | 344 | 685 | 70 | WN | 61.07 | 60 | WN | 61.07 | 60 |
| Baltimore, MD | Cleveland, OH | 314 | 936 | 69 | WN | 53.83 | 63 | WN | 53.83 | 63 |
| Dallas/Ft. Worth, TX | Midland/Odessa, TX | 319 | 541 | 69 | WN | 88.11 | 68 | WN | 88.11 | 68 |
| Atlanta, GA | Myrtle Beach, SC | 317 | 206 | 67 | DL | 49.58 | 71 | FL | 48.95 | 62 |
| Las Vegas, NV | Reno, NV | 345 | 1,383 | 66 | WN | 95.81 | 66 | HP | 3.04 | 47 |
| Kansas City, MO | Oklahoma City, OK | 313 | 280 | 66 | WN | 98.02 | 65 | WN | 98.02 | 65 |
| Ft. Lauderdale, FL | Jacksonville, FL | 318 | 636 | 65 | WN | 99.42 | 64 | WN | 99.42 | 64 |
| Amarillo, TX | Dallas/Ft. Worth, TX | 324 | 626 | 65 | WN | 81.96 | 64 | WN | 81.96 | 64 |
| Birmingham, AL | New Orleans, LA | 321 | 297 | 65 | WN | 96.12 | 63 | WN | 96.12 | 63 |
| Albuquerque, NM | Tucson, AZ | 321 | 193 | 63 | WN | 87.45 | 62 | WN | 87.45 | 62 |
| Baltimore, MD | Providence, RI | 328 | 1,901 | 62 | WN | 74.54 | 60 | WN | 74.54 | 60 |
| Ontario, CA | Phoenix, AZ | 325 | 1,147 | 61 | WN | 79.22 | 63 | HP | 20.42 | 56 |
| Albuquerque, NM | Phoenix, AZ | 328 | 1,301 | 61 | WN | 80.43 | 62 | HP | 19.42 | 56 |
| Phoenix, AZ | San Diego, CA | 304 | 1,620 | 61 | WN | 76.58 | 63 | HP | 22.86 | 55 |
| El Paso, TX | Phoenix, AZ | 347 | 521 | 61 | WN | 80.05 | 61 | HP | 19.80 | 59 |
| Omaha, NE | St. Louis, MO | 342 | 345 | 58 | WN | 46.93 | 51 | WN | 46.93 | 51 |
| Distance Block - 351-400 miles | | | | | | | | | | |
| Cleveland, OH | Philadelphia, PA | 363 | 250 | 277 | US | 58.38 | 272 | US | 58.38 | 272 |
| Baltimore, MD | Charlotte, NC | 360 | 206 | 264 | US | 95.35 | 263 | US | 95.35 | 263 |
| Kansas City, MO | Minneapolis/St.Paul, MN | 394 | 372 | 238 | NW | 92.73 | 245 | AA | 2.57 | 124 |
| Atlanta, GA | Cincinnati, OH | 373 | 303 | 227 | DL | 91.67 | 236 | US | 3.05 | 78 |
| Boston, MA | Buffalo, NY | 395 | 185 | 201 | US | 93.11 | 202 | CO | 3.59 | 174 |
| Denver, CO | Salt Lake City, UT | 391 | 728 | 163 | UA | 38.38 | 170 | F9 | 32.11 | 136 |
| Greensboro/High Point, NC | Philadelphia, PA | 365 | 218 | 141 | US | 95.80 | 138 | US | 95.80 | 138 |
| San Francisco, CA | Santa Ana, CA | 372 | 929 | 118 | UA | 56.60 | 124 | AA | 40.49 | 109 |
| Houston, TX | Little Rock, AR | 393 | 252 | 113 | WN | 64.12 | 109 | WN | 64.12 | 109 |
| Baltimore, MD | Boston, MA | 370 | 790 | 110 | US | 67.24 | 111 | US | 67.24 | 111 |
| Corpus Christi, TX | Dallas/Ft. Worth, TX | 354 | 361 | 98 | WN | 72.43 | 95 | WN | 72.43 | 95 |
| Atlanta, GA | Raleigh/Durham, NC | 356 | 1,041 | 96 | DL | 72.82 | 103 | FL | 24.44 | 72 |
| Glendale/Burbank, CA | Reno, NV | 373 | 183 | 96 | WN | 86.93 | 97 | UA | 11.88 | 87 |
| Ontario, CA | Reno, NV | 394 | 242 | 94 | WN | 93.00 | 95 | UA | 4.85 | 80 |
| Atlanta, GA | Gulfport/Biloxi, MS | 352 | 211 | 91 | FL | 63.96 | 88 | FL | 63.96 | 88 |
| Los Angeles, CA | Reno, NV | 390 | 711 | 86 | AA | 47.27 | 84 | AA | 47.27 | 84 |
| Oakland/Berkeley, CA | Santa Ana, CA | 371 | 1,903 | 85 | WN | 67.30 | 85 | AS | 30.72 | 83 |
| Las Vegas, NV | Sacramento, CA | 397 | 1,186 | 84 | WN | 85.07 | 86 | HP | 12.73 | 70 |
| Las Vegas, NV | San Jose/Palo Alto, CA | 386 | 1,527 | 82 | WN | 52.99 | 86 | HP | 10.04 | 71 |
| Los Angeles, CA | Sacramento, CA | 373 | 1,664 | 77 | WN | 74.11 | 73 | WN | 74.11 | 73 |
| Long Beach, CA | Phoenix, AZ | 355 | 205 | 77 | HP | 98.57 | 77 | HP | 98.57 | 77 |
| Las Vegas, NV | Salt Lake City, UT | 368 | 915 | 76 | WN | 56.73 | 75 | WN | 56.73 | 75 |
| Ontario, CA | Sacramento, CA | 389 | 1,906 | 75 | WN | 98.35 | 75 | WN | 98.35 | 75 |
| Glendale/Burbank, CA | Sacramento, CA | 358 | 1,540 | 74 | WN | 98.80 | 74 | WN | 98.80 | 74 |
| Boise, ID | Seattle, WA | 399 | 860 | 72 | AS | 50.76 | 84 | WN | 48.67 | 60 |
| Oakland/Berkeley, CA | Ontario, CA | 361 | 1,689 | 72 | WN | 98.78 | 72 | WN | 98.78 | 72 |
| Houston, TX | Jackson/Vicksburg, MS | 359 | 297 | 71 | WN | 80.95 | 66 | WN | 80.95 | 66 |
| St. Louis, MO | Tulsa, OK | 351 | 247 | 68 | WN | 61.64 | 62 | WN | 61.64 | 62 |
| Glendale/Burbank, CA | Phoenix, AZ | 369 | 994 | 64 | WN | 78.53 | 66 | HP | 20.68 | 58 |
| Baltimore, MD | Manchester, NH | 377 | 1,353 | 64 | WN | 78.60 | 62 | WN | 78.60 | 62 |
| San Diego, CA | Tucson, AZ | 368 | 485 | 63 | WN | 93.14 | 63 | WN | 93.14 | 63 |
| Los Angeles, CA | Phoenix, AZ | 370 | 2,173 | 61 | WN | 66.63 | 61 | HP | 25.89 | 59 |
| Las Vegas, NV | Tucson, AZ | 365 | 504 | 61 | WN | 78.52 | 62 | HP | 20.85 | 57 |

*Carrier Code Identifier and Footnotes at End of Report

Page 3 of 21

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|--|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| <u>Distance Block - 401-450 miles</u> | | | | | | | | | | |
| Charlotte, NC | Philadelphia, PA | 448 | 349 | 266 | US | 95.76 | 267 | DL | 1.78 | 237 |
| Cleveland, OH | New York, NY | 425 | 832 | 235 | CO | 78.62 | 254 | AA | 11.44 | 184 |
| Hartford, CT/Springfield, MA | Pittsburgh, PA | 406 | 173 | 232 | US | 95.40 | 235 | CO | 1.07 | 136 |
| Minneapolis/St.Paul, MN | St. Louis, MO | 449 | 477 | 221 | NW | 46.61 | 237 | AA | 13.50 | 203 |
| Dallas/Ft. Worth, TX | Memphis, TN | 432 | 239 | 216 | AA | 56.38 | 208 | AA | 56.38 | 208 |
| Columbus, OH | Philadelphia, PA | 405 | 281 | 215 | US | 68.69 | 233 | HP | 25.15 | 171 |
| Detroit, MI | Washington, DC | 405 | 463 | 213 | NW | 85.70 | 227 | US | 6.34 | 97 |
| Atlanta, GA | Indianapolis, IN | 432 | 331 | 212 | DL | 77.41 | 238 | CO | 2.96 | 79 |
| Cincinnati, OH | Washington, DC | 411 | 261 | 210 | DL | 91.54 | 213 | CO | 1.08 | 139 |
| Baltimore, MD | Detroit, MI | 408 | 475 | 189 | NW | 65.09 | 227 | WN | 20.94 | 123 |
| Atlanta, GA | Columbus, OH | 446 | 361 | 184 | DL | 85.20 | 199 | US | 7.97 | 75 |
| Kansas City, MO | Milwaukee, WI | 436 | 177 | 166 | YX | 87.02 | 168 | DL | 1.29 | 102 |
| Boston, MA | Washington, DC | 422 | 2,094 | 155 | US | 61.49 | 149 | US | 61.49 | 149 |
| Austin, TX | New Orleans, LA | 446 | 179 | 130 | WN | 67.88 | 133 | CO | 22.71 | 128 |
| Sacramento, CA | Santa Ana, CA | 404 | 459 | 128 | HP | 96.78 | 128 | HP | 96.78 | 128 |
| New York, NY | Raleigh/Durham, NC | 430 | 1,484 | 127 | AA | 31.52 | 130 | US | 26.73 | 114 |
| San Diego, CA | San Francisco, CA | 447 | 938 | 121 | UA | 95.38 | 121 | AA | 2.10 | 117 |
| Chicago, IL | Pittsburgh, PA | 412 | 918 | 120 | US | 34.24 | 120 | FL | 29.30 | 71 |
| Atlanta, GA | Tampa/St. Petersburg/Lakeland, FL | 406 | 1,350 | 120 | DL | 73.37 | 123 | FL | 23.78 | 109 |
| Atlanta, GA | Orlando/Kissimmee, FL | 403 | 1,359 | 118 | DL | 68.67 | 125 | FL | 29.77 | 102 |
| Miami, FL | Tallahassee, FL | 403 | 266 | 111 | DL | 51.90 | 125 | FL | 31.56 | 73 |
| Houston, TX | Oklahoma City, OK | 423 | 495 | 111 | WN | 58.08 | 107 | WN | 58.08 | 107 |
| Houston, TX | Midland/Odessa, TX | 449 | 396 | 106 | WN | 66.76 | 103 | WN | 66.76 | 103 |
| Atlanta, GA | New Orleans, LA | 425 | 923 | 103 | DL | 81.29 | 104 | FL | 17.80 | 99 |
| Atlanta, GA | Dayton, OH | 432 | 554 | 103 | DL | 58.24 | 109 | FL | 39.17 | 92 |
| Indio/Palm Springs, CA | San Francisco, CA | 421 | 329 | 102 | AS | 85.89 | 101 | AS | 85.89 | 101 |
| Dallas/Ft. Worth, TX | New Orleans, LA | 448 | 1,243 | 97 | WN | 70.00 | 93 | WN | 70.00 | 93 |
| Nashville, TN | Raleigh/Durham, NC | 443 | 448 | 84 | WN | 87.60 | 82 | WN | 87.60 | 82 |
| Chicago, IL | Nashville, TN | 409 | 943 | 82 | WN | 67.65 | 76 | WN | 67.65 | 76 |
| Oakland/Berkeley, CA | San Diego, CA | 446 | 2,404 | 82 | WN | 97.96 | 82 | WN | 97.96 | 82 |
| San Diego, CA | San Jose/Palo Alto, CA | 417 | 2,021 | 80 | WN | 67.30 | 81 | AA | 31.48 | 77 |
| Las Vegas, NV | Oakland/Berkeley, CA | 407 | 1,755 | 78 | WN | 86.24 | 80 | HP | 3.21 | 61 |
| Chicago, IL | Kansas City, MO | 404 | 1,978 | 76 | WN | 49.62 | 71 | WN | 49.62 | 71 |
| Detroit, MI | St. Louis, MO | 440 | 813 | 74 | WN | 35.70 | 66 | WN | 35.70 | 66 |
| Portland, OR | Reno, NV | 445 | 438 | 73 | WN | 91.18 | 72 | WN | 91.18 | 72 |
| Cleveland, OH | Nashville, TN | 448 | 402 | 72 | WN | 66.91 | 66 | WN | 66.91 | 66 |
| Chicago, IL | Omaha, NE | 423 | 877 | 72 | WN | 58.60 | 59 | WN | 58.60 | 59 |
| Columbus, OH | St. Louis, MO | 410 | 316 | 71 | TW | 42.19 | 78 | WN | 40.61 | 59 |
| Las Vegas, NV | San Francisco, CA | 414 | 2,027 | 68 | N7 | 46.59 | 59 | HP | 25.91 | 58 |
| Reno, NV | Salt Lake City, UT | 422 | 203 | 68 | WN | 93.72 | 67 | WN | 93.72 | 67 |
| <u>Distance Block - 451-500 miles</u> | | | | | | | | | | |
| Charlotte, NC | Detroit, MI | 500 | 232 | 229 | US | 53.58 | 220 | US | 53.58 | 220 |
| Detroit, MI | Philadelphia, PA | 453 | 551 | 221 | NW | 54.95 | 241 | US | 39.21 | 201 |
| Boston, MA | Pittsburgh, PA | 496 | 455 | 215 | US | 83.88 | 227 | CO | 1.72 | 72 |
| Houston, TX | Memphis, TN | 484 | 186 | 206 | CO | 47.74 | 239 | NW | 33.92 | 189 |
| Atlanta, GA | St. Louis, MO | 483 | 536 | 203 | DL | 53.58 | 211 | AA | 11.16 | 179 |
| Atlanta, GA | Richmond, VA | 480 | 377 | 202 | DL | 92.79 | 206 | US | 4.88 | 137 |
| Chicago, IL | Memphis, TN | 491 | 250 | 201 | NW | 43.89 | 235 | FL | 10.53 | 131 |
| Columbus, OH | New York, NY | 483 | 782 | 196 | CO | 25.61 | 249 | HP | 25.29 | 164 |
| Charlotte, NC | Orlando/Kissimmee, FL | 469 | 277 | 194 | US | 92.54 | 193 | US | 92.54 | 193 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Boston, MA | Richmond, VA | 474 | 174 | 189 | US | 65.71 | 187 | AA | 29.99 | 186 |
| Denver, CO | Omaha, NE | 472 | 294 | 172 | F9 | 59.18 | 151 | F9 | 59.18 | 151 |
| Cleveland, OH | Hartford, CT/Springfield, MA | 476 | 196 | 171 | CO | 66.59 | 186 | WN | 19.06 | 132 |
| Greensboro/High Point, NC | New York, NY | 461 | 649 | 143 | US | 53.88 | 124 | US | 53.88 | 124 |
| Buffalo, NY | Chicago, IL | 474 | 331 | 139 | AA | 43.47 | 137 | NJ | 17.89 | 102 |
| Dallas/Ft. Worth, TX | Kansas City, MO | 461 | 940 | 124 | AA | 71.33 | 128 | NJ | 24.33 | 108 |
| Houston, TX | Tulsa, OK | 456 | 699 | 115 | WN | 55.71 | 114 | WN | 55.71 | 114 |
| Dallas/Ft. Worth, TX | Harlingen, TX | 461 | 311 | 115 | WN | 94.72 | 114 | AA | 2.41 | 113 |
| El Paso, TX | San Antonio, TX | 496 | 293 | 106 | WN | 94.00 | 106 | AA | 3.48 | 100 |
| Birmingham, AL | Orlando/Kissimmee, FL | 478 | 260 | 100 | WN | 67.28 | 91 | WN | 67.28 | 91 |
| Birmingham, AL | Tampa/St. Petersburg/Lakeland, FL | 459 | 252 | 98 | WN | 83.51 | 92 | WN | 83.51 | 92 |
| Reno, NV | San Diego, CA | 488 | 332 | 97 | WN | 71.78 | 100 | AA | 14.42 | 88 |
| New Orleans, LA | San Antonio, TX | 495 | 261 | 97 | WN | 69.43 | 98 | CO | 19.78 | 95 |
| Houston, TX | Lubbock, TX | 482 | 364 | 96 | WN | 60.76 | 97 | CO | 34.37 | 95 |
| Detroit, MI | Nashville, TN | 457 | 635 | 95 | NW | 64.25 | 99 | WN | 32.09 | 87 |
| New Orleans, LA | Tampa/St. Petersburg/Lakeland, FL | 487 | 501 | 91 | WN | 86.55 | 89 | NW | 2.91 | 65 |
| Jacksonville, FL | Nashville, TN | 484 | 251 | 91 | WN | 84.12 | 89 | WN | 84.12 | 89 |
| Albuquerque, NM | Las Vegas, NV | 487 | 678 | 89 | WN | 89.83 | 91 | HP | 8.89 | 63 |
| Indianapolis, IN | Kansas City, MO | 451 | 277 | 82 | WN | 64.89 | 79 | WN | 64.89 | 79 |
| Sacramento, CA | San Diego, CA | 479 | 1,861 | 79 | WN | 95.88 | 79 | WN | 95.88 | 79 |
| Oklahoma City, OK | St. Louis, MO | 462 | 251 | 77 | WN | 47.62 | 69 | WN | 47.62 | 69 |
| Cleveland, OH | St. Louis, MO | 487 | 462 | 76 | WN | 49.39 | 69 | WN | 49.39 | 69 |
| Nashville, TN | New Orleans, LA | 471 | 398 | 72 | WN | 91.48 | 70 | WN | 91.48 | 70 |
| Portland, OR | Sacramento, CA | 479 | 1,068 | 71 | WN | 68.94 | 66 | WN | 68.94 | 66 |
| Baltimore, MD | Louisville, KY | 495 | 666 | 70 | WN | 85.23 | 68 | NW | 2.64 | 57 |
| Kansas City, MO | Nashville, TN | 491 | 383 | 66 | WN | 87.67 | 64 | WN | 87.67 | 64 |
| Los Angeles, CA | Tucson, AZ | 451 | 848 | 64 | WN | 79.59 | 64 | UA | 14.68 | 64 |
| Distance Block - 501-550 miles | | | | | | | | | | |
| Detroit, MI | Minneapolis/St.Paul, MN | 529 | 579 | 256 | NW | 83.08 | 283 | CO | 1.18 | 70 |
| Cincinnati, OH | Philadelphia, PA | 507 | 265 | 251 | DL | 60.15 | 248 | DL | 60.15 | 248 |
| Charlotte, NC | New York, NY | 543 | 954 | 241 | US | 78.60 | 240 | US | 78.60 | 240 |
| Indianapolis, IN | Minneapolis/St.Paul, MN | 503 | 310 | 229 | NW | 74.82 | 257 | TZ | 10.40 | 151 |
| Detroit, MI | Hartford, CT/Springfield, MA | 548 | 205 | 225 | NW | 67.53 | 259 | WN | 11.35 | 147 |
| Charlotte, NC | Tampa/St. Petersburg/Lakeland, FL | 514 | 258 | 209 | US | 89.83 | 207 | US | 89.83 | 207 |
| Chicago, IL | Rochester, NY | 528 | 234 | 191 | UA | 47.63 | 197 | AA | 45.16 | 185 |
| Detroit, MI | New York, NY | 508 | 1,936 | 185 | NW | 54.27 | 208 | NK | 18.16 | 116 |
| Cleveland, OH | Providence, RI | 540 | 204 | 167 | CO | 60.97 | 184 | WN | 25.15 | 141 |
| Detroit, MI | Raleigh/Durham, NC | 502 | 309 | 158 | NW | 61.99 | 174 | WN | 21.93 | 113 |
| Atlanta, GA | Washington, DC | 547 | 2,555 | 139 | DL | 67.11 | 153 | FL | 16.40 | 101 |
| Atlanta, GA | West Palm Beach, FL | 545 | 467 | 138 | DL | 97.53 | 138 | DL | 97.53 | 138 |
| Denver, CO | Kansas City, MO | 533 | 804 | 135 | NJ | 37.99 | 105 | NJ | 37.99 | 105 |
| Atlanta, GA | Ft. Myers, FL | 515 | 366 | 117 | DL | 72.38 | 118 | FL | 24.65 | 116 |
| Austin, TX | El Paso, TX | 525 | 337 | 115 | WN | 92.71 | 116 | AA | 3.97 | 102 |
| Amarillo, TX | Houston, TX | 545 | 229 | 113 | WN | 57.71 | 116 | CO | 37.98 | 110 |
| Hartford, CT/Springfield, MA | Raleigh/Durham, NC | 532 | 242 | 112 | AA | 39.10 | 115 | WN | 24.62 | 108 |
| Sacramento, CA | Salt Lake City, UT | 532 | 338 | 110 | DL | 67.16 | 109 | DL | 67.16 | 109 |
| Atlanta, GA | Norfolk, VA | 516 | 419 | 109 | DL | 94.40 | 109 | US | 3.21 | 108 |
| Greensboro/High Point, NC | Orlando/Kissimmee, FL | 534 | 302 | 100 | DL | 71.19 | 99 | DL | 71.19 | 99 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Atlanta, GA | Newport News/Hampton/Wmsburg, VA | 508 | 214 | 99 | FL | 96.49 | 99 | FL | 96.49 | 99 |
| Baltimore, MD | Indianapolis, IN | 515 | 498 | 99 | WN | 61.54 | 102 | NW | 13.08 | 77 |
| Salt Lake City, UT | Spokane, WA | 546 | 189 | 98 | DL | 53.59 | 102 | WN | 42.38 | 91 |
| Atlanta, GA | Toledo, OH | 549 | 192 | 98 | FL | 64.27 | 86 | FL | 64.27 | 86 |
| Akron/Canton, OH | Atlanta, GA | 528 | 349 | 97 | FL | 62.65 | 100 | DL | 33.40 | 92 |
| Orlando/Kissimmee, FL | Raleigh/Durham, NC | 534 | 552 | 97 | DL | 52.42 | 99 | WN | 22.43 | 87 |
| Portland, OR | San Francisco, CA | 550 | 909 | 96 | UA | 54.48 | 105 | AS | 39.57 | 86 |
| Boise, ID | Las Vegas, NV | 519 | 249 | 94 | WN | 87.43 | 94 | UA | 3.23 | 88 |
| Jacksonville, FL | Norfolk, VA | 543 | 228 | 92 | WN | 55.16 | 79 | WN | 55.16 | 79 |
| Phoenix, AZ | Salt Lake City, UT | 507 | 1,157 | 91 | WN | 58.70 | 93 | HP | 28.82 | 83 |
| Atlanta, GA | Pittsburgh, PA | 526 | 828 | 88 | DL | 48.61 | 89 | FL | 17.01 | 80 |
| Oakland/Berkeley, CA | Portland, OR | 543 | 1,027 | 88 | WN | 59.22 | 87 | WN | 59.22 | 87 |
| Jacksonville, FL | New Orleans, LA | 513 | 178 | 87 | WN | 67.58 | 82 | WN | 67.58 | 82 |
| New Orleans, LA | Orlando/Kissimmee, FL | 550 | 634 | 83 | WN | 85.90 | 80 | NW | 1.13 | 64 |
| Distance Block - 551-600 miles | | | | | | | | | | |
| Cincinnati, OH | Minneapolis/St.Paul, MN | 597 | 239 | 259 | DL | 48.34 | 262 | DL | 48.34 | 262 |
| Boston, MA | Cleveland, OH | 563 | 283 | 253 | CO | 83.32 | 267 | NW | 4.61 | 114 |
| Indianapolis, IN | Philadelphia, PA | 587 | 306 | 234 | US | 81.44 | 247 | AA | 2.10 | 125 |
| Charlotte, NC | Chicago, IL | 599 | 525 | 229 | US | 54.03 | 237 | AA | 13.92 | 221 |
| Chicago, IL | Harrisburg, PA | 594 | 173 | 223 | UA | 59.22 | 219 | UA | 59.22 | 219 |
| Cincinnati, OH | New York, NY | 589 | 781 | 219 | DL | 75.21 | 220 | DL | 75.21 | 220 |
| Dallas/Ft. Worth, TX | Omaha, NE | 586 | 190 | 204 | AA | 76.87 | 217 | NW | 3.66 | 107 |
| Charlotte, NC | St. Louis, MO | 575 | 218 | 198 | US | 57.87 | 180 | US | 57.87 | 180 |
| Chicago, IL | Greensboro/High Point, NC | 590 | 211 | 188 | UA | 62.86 | 194 | NW | 1.70 | 136 |
| Atlanta, GA | Cleveland, OH | 554 | 433 | 180 | DL | 58.97 | 181 | DL | 58.97 | 181 |
| Dallas/Ft. Worth, TX | St. Louis, MO | 551 | 723 | 172 | TW | 50.62 | 200 | AA | 34.25 | 144 |
| Birmingham, AL | Dallas/Ft. Worth, TX | 597 | 234 | 163 | AA | 50.16 | 164 | WN | 23.81 | 148 |
| Atlanta, GA | Baltimore, MD | 576 | 988 | 157 | DL | 83.02 | 164 | CO | 1.44 | 81 |
| Dayton, OH | New York, NY | 554 | 288 | 147 | US | 39.23 | 137 | US | 39.23 | 137 |
| Chicago, IL | Tulsa, OK | 585 | 237 | 137 | AA | 66.27 | 136 | WN | 25.39 | 133 |
| Salt Lake City, UT | San Francisco, CA | 599 | 419 | 132 | DL | 62.02 | 135 | UA | 34.71 | 128 |
| Birmingham, AL | Chicago, IL | 584 | 332 | 126 | WN | 67.55 | 118 | WN | 67.55 | 118 |
| Chicago, IL | Little Rock, AR | 552 | 228 | 124 | WN | 55.20 | 121 | WN | 55.20 | 121 |
| Birmingham, AL | Houston, TX | 570 | 321 | 121 | WN | 57.85 | 118 | WN | 57.85 | 118 |
| Atlanta, GA | Ft. Lauderdale, FL | 581 | 1,348 | 120 | DL | 68.74 | 125 | FL | 28.56 | 107 |
| Atlanta, GA | Miami, FL | 595 | 1,329 | 112 | DL | 63.26 | 114 | FL | 12.25 | 103 |
| Atlanta, GA | Detroit, MI | 595 | 1,155 | 110 | DL | 57.70 | 105 | DL | 57.70 | 105 |
| Providence, RI | Raleigh/Durham, NC | 566 | 188 | 108 | WN | 44.92 | 108 | WN | 44.92 | 108 |
| Albuquerque, NM | Dallas/Ft. Worth, TX | 580 | 831 | 108 | WN | 71.33 | 106 | WN | 71.33 | 106 |
| Salt Lake City, UT | Santa Ana, CA | 588 | 435 | 106 | DL | 90.26 | 105 | HP | 2.22 | 95 |
| Dallas/Ft. Worth, TX | El Paso, TX | 562 | 844 | 106 | WN | 67.20 | 105 | WN | 67.20 | 105 |
| Salt Lake City, UT | San Jose/Palo Alto, CA | 585 | 373 | 101 | DL | 88.20 | 101 | UA | 2.39 | 75 |
| Myrtle Beach, SC | New York, NY | 563 | 458 | 100 | NK | 44.05 | 98 | CO | 24.82 | 97 |
| Ontario, CA | Salt Lake City, UT | 558 | 384 | 98 | DL | 73.61 | 94 | DL | 73.61 | 94 |
| Oakland/Berkeley, CA | Salt Lake City, UT | 588 | 573 | 96 | WN | 97.61 | 95 | WN | 97.61 | 95 |
| Raleigh/Durham, NC | Tampa/St. Petersburg/Lakeland, FL | 587 | 491 | 92 | WN | 62.80 | 86 | WN | 62.80 | 86 |
| Los Angeles, CA | Salt Lake City, UT | 590 | 1,478 | 89 | DL | 44.88 | 98 | WN | 36.67 | 82 |
| Portland, OR | San Jose/Palo Alto, CA | 569 | 1,201 | 87 | AS | 69.36 | 89 | WN | 29.68 | 83 |
| Baltimore, MD | Nashville, TN | 587 | 908 | 87 | WN | 86.26 | 87 | CO | 1.90 | 70 |
| El Paso, TX | Las Vegas, NV | 584 | 401 | 84 | WN | 81.27 | 87 | HP | 18.46 | 72 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Reno, NV | Seattle, WA | 563 | 698 | 78 | AS | 49.23 | 78 | WN | 47.44 | 77 |
| Distance Block - 601-650 miles | | | | | | | | | | |
| Cleveland, OH | Minneapolis/St.Paul, MN | 622 | 273 | 267 | NW | 59.15 | 293 | CO | 25.30 | 282 |
| Columbus, OH | Minneapolis/St.Paul, MN | 627 | 221 | 253 | NW | 75.54 | 284 | CO | 2.76 | 82 |
| Chicago, IL | Richmond, VA | 642 | 234 | 253 | UA | 56.28 | 258 | UA | 56.28 | 258 |
| Boston, MA | Detroit, MI | 632 | 458 | 249 | NW | 82.08 | 270 | CO | 3.32 | 106 |
| Charlotte, NC | Hartford, CT/Springfield, MA | 643 | 192 | 234 | US | 87.61 | 242 | CO | 5.04 | 103 |
| Detroit, MI | Providence, RI | 614 | 204 | 228 | NW | 59.17 | 277 | WN | 19.78 | 145 |
| Greenville/Spartanburg, SC | New York, NY | 610 | 268 | 205 | CO | 37.67 | 231 | US | 34.43 | 188 |
| Dallas/Ft. Worth, TX | Nashville, TN | 631 | 393 | 203 | AA | 62.06 | 224 | CO | 11.22 | 134 |
| Columbia, SC | New York, NY | 617 | 181 | 196 | DL | 47.27 | 195 | US | 23.64 | 171 |
| Denver, CO | Phoenix, AZ | 601 | 1,313 | 191 | UA | 41.82 | 206 | HP | 24.24 | 174 |
| Charlotte, NC | Ft. Lauderdale, FL | 632 | 208 | 188 | US | 87.62 | 190 | DL | 9.14 | 174 |
| Chicago, IL | Syracuse, NY | 607 | 184 | 188 | UA | 52.36 | 190 | AA | 36.91 | 182 |
| Denver, CO | Tucson, AZ | 639 | 219 | 186 | UA | 74.81 | 196 | HP | 20.67 | 140 |
| Chicago, IL | Washington, DC | 612 | 2,100 | 185 | UA | 64.71 | 189 | TZ | 11.07 | 115 |
| Boston, MA | Columbus, OH | 640 | 281 | 184 | HP | 43.62 | 164 | HP | 43.62 | 164 |
| Charleston, SC | New York, NY | 642 | 319 | 177 | DL | 38.53 | 181 | US | 31.31 | 164 |
| Milwaukee, WI | Washington, DC | 634 | 311 | 174 | YX | 76.75 | 181 | CO | 2.41 | 98 |
| Colorado Springs, CO | Dallas/Ft. Worth, TX | 603 | 182 | 172 | AA | 86.52 | 172 | CO | 4.53 | 134 |
| Grand Rapids, MI | New York, NY | 626 | 187 | 172 | NW | 33.16 | 175 | UA | 11.66 | 153 |
| Detroit, MI | Kansas City, MO | 629 | 401 | 154 | NW | 63.56 | 174 | WN | 23.45 | 126 |
| New Orleans, LA | St. Louis, MO | 603 | 301 | 152 | TW | 49.71 | 164 | WN | 24.89 | 139 |
| Atlanta, GA | Chicago, IL | 605 | 2,751 | 149 | DL | 47.50 | 158 | FL | 21.90 | 112 |
| Denver, CO | Las Vegas, NV | 629 | 1,053 | 146 | UA | 44.60 | 170 | HP | 24.73 | 91 |
| Boston, MA | Raleigh/Durham, NC | 612 | 535 | 131 | US | 38.37 | 132 | DL | 16.54 | 115 |
| Boston, MA | Greensboro/High Point, NC | 645 | 198 | 128 | US | 87.77 | 126 | UA | 2.03 | 120 |
| Chicago, IL | Raleigh/Durham, NC | 647 | 920 | 118 | AA | 49.33 | 123 | WN | 32.46 | 101 |
| Columbus, OH | Kansas City, MO | 633 | 176 | 116 | WN | 38.16 | 115 | TW | 18.00 | 114 |
| Albuquerque, NM | San Diego, CA | 628 | 356 | 115 | WN | 86.31 | 118 | HP | 10.64 | 90 |
| Baltimore, MD | Chicago, IL | 621 | 2,002 | 115 | WN | 43.12 | 105 | WN | 43.12 | 105 |
| Austin, TX | Kansas City, MO | 643 | 232 | 110 | NJ | 61.07 | 101 | NJ | 61.07 | 101 |
| Salt Lake City, UT | San Diego, CA | 626 | 583 | 108 | DL | 76.02 | 107 | DL | 76.02 | 107 |
| Nashville, TN | Orlando/Kissimmee, FL | 616 | 501 | 105 | WN | 76.75 | 103 | WN | 76.75 | 103 |
| Oakland/Berkeley, CA | Phoenix, AZ | 646 | 1,235 | 105 | WN | 66.81 | 111 | HP | 31.97 | 93 |
| Portland, OR | Salt Lake City, UT | 630 | 689 | 105 | DL | 67.72 | 107 | WN | 29.28 | 97 |
| Phoenix, AZ | Sacramento, CA | 647 | 814 | 105 | WN | 56.14 | 112 | HP | 40.14 | 94 |
| Nashville, TN | Tampa/St. Petersburg/Lakeland, FL | 612 | 477 | 103 | WN | 84.53 | 100 | TW | 1.32 | 59 |
| Phoenix, AZ | San Jose/Palo Alto, CA | 621 | 1,116 | 102 | WN | 54.44 | 105 | HP | 39.70 | 97 |
| Atlanta, GA | Flint, MI | 645 | 208 | 98 | FL | 92.41 | 97 | FL | 92.41 | 97 |
| Sacramento, CA | Spokane, WA | 649 | 211 | 97 | WN | 51.08 | 97 | WN | 51.08 | 97 |
| Sacramento, CA | Seattle, WA | 605 | 1,051 | 96 | AS | 56.56 | 95 | AS | 56.56 | 95 |
| Phoenix, AZ | Reno, NV | 601 | 445 | 93 | WN | 57.17 | 100 | HP | 41.00 | 84 |
| Distance Block - 651-700 miles | | | | | | | | | | |
| Nashville, TN | Philadelphia, PA | 675 | 212 | 250 | US | 85.54 | 255 | CO | 1.64 | 107 |
| Louisville, KY | New York, NY | 662 | 279 | 220 | US | 34.12 | 226 | US | 34.12 | 226 |
| Minneapolis/St.Paul, MN | Nashville, TN | 695 | 192 | 218 | NW | 72.95 | 249 | CO | 6.28 | 69 |
| Indianapolis, IN | New York, NY | 665 | 718 | 199 | CO | 32.55 | 241 | DL | 14.10 | 164 |
| Dallas/Ft. Worth, TX | Denver, CO | 651 | 1,339 | 187 | AA | 37.72 | 198 | F9 | 21.83 | 175 |
| Milwaukee, WI | Philadelphia, PA | 690 | 268 | 184 | YX | 43.88 | 187 | YX | 43.88 | 187 |
| Charlotte, NC | Miami, FL | 651 | 230 | 179 | US | 87.57 | 180 | DL | 7.14 | 174 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Atlanta, GA | Milwaukee, WI | 669 | 381 | 170 | DL | 45.15 | 179 | YX | 41.98 | 171 |
| Chicago, IL | Philadelphia, PA | 678 | 2,053 | 164 | UA | 33.59 | 188 | TZ | 14.87 | 106 |
| Raleigh/Durham, NC | St. Louis, MO | 667 | 262 | 160 | TW | 45.74 | 176 | WN | 18.07 | 128 |
| Miami, FL | New Orleans, LA | 674 | 193 | 158 | AA | 84.49 | 155 | AA | 84.49 | 155 |
| Memphis, TN | Tampa/St. Petersburg/Lakeland, FL | 655 | 176 | 156 | NW | 62.26 | 153 | FL | 12.17 | 152 |
| Memphis, TN | Orlando/Kissimmee, FL | 683 | 245 | 152 | NW | 69.36 | 152 | FL | 13.48 | 136 |
| Denver, CO | Minneapolis/St.Paul, MN | 680 | 1,072 | 147 | NW | 48.87 | 152 | F9 | 11.00 | 126 |
| Houston, TX | Kansas City, MO | 668 | 505 | 142 | CO | 49.31 | 149 | WN | 43.40 | 135 |
| Chicago, IL | Oklahoma City, OK | 693 | 243 | 141 | AA | 53.96 | 147 | UA | 12.72 | 134 |
| El Paso, TX | Houston, TX | 684 | 336 | 136 | WN | 62.71 | 136 | WN | 62.71 | 136 |
| Cleveland, OH | Kansas City, MO | 694 | 206 | 135 | CO | 63.69 | 136 | WN | 22.11 | 127 |
| Atlanta, GA | Houston, TX | 696 | 1,392 | 133 | DL | 51.07 | 133 | FL | 14.58 | 108 |
| Miami, FL | Raleigh/Durham, NC | 700 | 213 | 132 | AA | 68.64 | 130 | AA | 68.64 | 130 |
| Houston, TX | St. Louis, MO | 687 | 684 | 128 | WN | 55.90 | 121 | WN | 55.90 | 121 |
| Phoenix, AZ | San Francisco, CA | 651 | 751 | 124 | UA | 57.59 | 127 | HP | 39.59 | 120 |
| Chicago, IL | Jackson/Vicksburg, MS | 677 | 197 | 123 | WN | 70.98 | 111 | WN | 70.98 | 111 |
| Albuquerque, NM | Los Angeles, CA | 677 | 651 | 118 | WN | 88.00 | 119 | HP | 7.98 | 98 |
| Ft. Lauderdale, FL | New Orleans, LA | 673 | 333 | 117 | WN | 74.94 | 123 | DL | 12.41 | 97 |
| Atlanta, GA | Philadelphia, PA | 666 | 1,852 | 117 | DL | 55.22 | 123 | FL | 12.73 | 98 |
| Houston, TX | Nashville, TN | 670 | 548 | 116 | WN | 66.03 | 111 | WN | 66.03 | 111 |
| Boise, ID | Los Angeles, CA | 674 | 262 | 116 | AS | 53.01 | 115 | UA | 13.07 | 106 |
| Baltimore, MD | Jacksonville, FL | 663 | 471 | 112 | WN | 64.64 | 110 | US | 21.89 | 109 |
| San Francisco, CA | Seattle, WA | 678 | 1,615 | 111 | UA | 49.85 | 124 | AS | 43.63 | 97 |
| Ft. Lauderdale, FL | Raleigh/Durham, NC | 680 | 346 | 108 | AA | 27.31 | 112 | JI | 10.56 | 54 |
| Salt Lake City, UT | Seattle, WA | 689 | 856 | 104 | DL | 60.09 | 106 | WN | 36.73 | 98 |
| Baltimore, MD | Birmingham, AL | 682 | 424 | 101 | WN | 75.72 | 100 | WN | 75.72 | 100 |
| San Jose/Palo Alto, CA | Seattle, WA | 696 | 1,355 | 100 | AS | 64.77 | 105 | WN | 26.90 | 90 |
| Atlanta, GA | Kansas City, MO | 692 | 842 | 99 | DL | 58.79 | 99 | NJ | 22.09 | 86 |
| Oakland/Berkeley, CA | Seattle, WA | 671 | 1,637 | 97 | AS | 50.76 | 99 | WN | 48.15 | 94 |
| Kansas City, MO | New Orleans, LA | 690 | 325 | 97 | NJ | 43.97 | 84 | NJ | 43.97 | 84 |
| Norfolk, VA | Orlando/Kissimmee, FL | 655 | 385 | 91 | WN | 66.17 | 79 | WN | 66.17 | 79 |
| Indianapolis, IN | Jacksonville, FL | 688 | 203 | 86 | WN | 37.15 | 95 | NW | 16.14 | 70 |
| Distance Block - 701-750 miles | | | | | | | | | | |
| Chicago, IL | White Plains, NY | 738 | 382 | 318 | UA | 48.11 | 323 | AA | 46.63 | 314 |
| Boston, MA | Charlotte, NC | 727 | 254 | 246 | US | 89.83 | 253 | NW | 1.32 | 99 |
| St. Louis, MO | Washington, DC | 718 | 396 | 215 | AA | 48.92 | 222 | TW | 38.00 | 219 |
| Minneapolis/St.Paul, MN | Pittsburgh, PA | 726 | 231 | 202 | NW | 50.99 | 240 | US | 37.91 | 169 |
| Dallas/Ft. Worth, TX | Louisville, KY | 733 | 209 | 199 | AA | 54.55 | 212 | CO | 12.62 | 149 |
| Milwaukee, WI | New York, NY | 746 | 667 | 179 | YX | 60.93 | 184 | YX | 60.93 | 184 |
| Chicago, IL | New York, NY | 740 | 6,306 | 172 | UA | 33.13 | 184 | TZ | 13.36 | 113 |
| Chicago, IL | Norfolk, VA | 717 | 252 | 164 | WN | 41.95 | 107 | WN | 41.95 | 107 |
| Albany, NY | Chicago, IL | 723 | 277 | 161 | UA | 39.05 | 170 | WN | 17.97 | 125 |
| Kansas City, MO | San Antonio, TX | 706 | 188 | 150 | YX | 45.74 | 174 | CO | 12.28 | 119 |
| Austin, TX | St. Louis, MO | 717 | 201 | 148 | WN | 38.89 | 138 | WN | 38.89 | 138 |
| Jacksonville, FL | Philadelphia, PA | 742 | 348 | 140 | US | 81.09 | 136 | NW | 1.31 | 114 |
| Atlanta, GA | Dallas/Ft. Worth, TX | 732 | 2,188 | 138 | DL | 57.95 | 144 | AA | 27.88 | 137 |
| New York, NY | Savannah, GA | 722 | 366 | 133 | DL | 45.44 | 127 | US | 15.30 | 115 |
| Baltimore, MD | St. Louis, MO | 737 | 819 | 125 | TW | 39.58 | 127 | AA | 12.69 | 117 |
| El Paso, TX | Los Angeles, CA | 715 | 315 | 124 | WN | 84.67 | 127 | HP | 12.94 | 101 |
| Oakland/Berkeley, CA | Tucson, AZ | 747 | 219 | 116 | WN | 66.96 | 123 | HP | 26.84 | 99 |
| Louisville, KY | Orlando/Kissimmee, FL | 719 | 332 | 114 | DL | 61.03 | 113 | DL | 61.03 | 113 |
| Boise, ID | Phoenix, AZ | 734 | 196 | 114 | WN | 41.24 | 130 | DL | 13.08 | 96 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Albuquerque, NM | Kansas City, MO | 718 | 205 | 111 | WN | 78.70 | 111 | TW | 1.12 | 80 |
| Indianapolis, IN | New Orleans, LA | 708 | 172 | 109 | WN | 31.67 | 116 | NW | 21.47 | 96 |
| San Jose/Palo Alto, CA | Tucson, AZ | 721 | 251 | 109 | AS | 56.23 | 100 | AS | 56.23 | 100 |
| Norfolk, VA | Tampa/St. Petersburg/Lakeland, FL | 717 | 176 | 106 | US | 32.51 | 117 | WN | 31.08 | 87 |
| Oakland/Berkeley, CA | Spokane, WA | 723 | 257 | 98 | WN | 82.89 | 96 | WN | 82.89 | 96 |
| Atlanta, GA | Buffalo, NY | 712 | 503 | 97 | DL | 48.95 | 97 | FL | 42.53 | 96 |
| Louisville, KY | Tampa/St. Petersburg/Lakeland, FL | 727 | 348 | 87 | WN | 52.17 | 88 | WN | 52.17 | 88 |
| Distance Block - 751-800 miles | | | | | | | | | | |
| Nashville, TN | New York, NY | 766 | 522 | 243 | AA | 39.28 | 247 | DL | 14.80 | 231 |
| Denver, CO | St. Louis, MO | 770 | 474 | 231 | UA | 39.38 | 227 | UA | 39.38 | 227 |
| Boston, MA | Cincinnati, OH | 752 | 273 | 226 | DL | 83.38 | 235 | US | 11.04 | 162 |
| Denver, CO | San Antonio, TX | 794 | 229 | 201 | UA | 51.62 | 213 | AA | 16.35 | 183 |
| Atlanta, GA | Oklahoma City, OK | 761 | 188 | 197 | DL | 70.77 | 217 | AA | 12.02 | 157 |
| Dallas/Ft. Worth, TX | Indianapolis, IN | 762 | 381 | 196 | AA | 63.97 | 211 | US | 1.51 | 105 |
| Memphis, TN | Washington, DC | 762 | 289 | 183 | NW | 50.73 | 192 | FL | 11.79 | 126 |
| Cincinnati, OH | Orlando/Kissimmee, FL | 756 | 275 | 170 | DL | 87.87 | 177 | CO | 1.74 | 92 |
| Austin, TX | Denver, CO | 768 | 441 | 165 | UA | 39.57 | 186 | F9 | 37.08 | 139 |
| St. Louis, MO | San Antonio, TX | 786 | 267 | 162 | TW | 44.14 | 173 | WN | 28.42 | 143 |
| Houston, TX | Tampa/St. Petersburg/Lakeland, FL | 787 | 506 | 158 | CO | 57.23 | 172 | WN | 30.32 | 140 |
| Cincinnati, OH | Tampa/St. Petersburg/Lakeland, FL | 773 | 333 | 147 | DL | 91.20 | 148 | CO | 1.11 | 101 |
| Chicago, IL | Hartford, CT/Springfield, MA | 783 | 904 | 140 | AA | 38.94 | 139 | WN | 20.64 | 121 |
| Albuquerque, NM | Houston, TX | 767 | 401 | 139 | WN | 48.44 | 139 | WN | 48.44 | 139 |
| Atlanta, GA | New York, NY | 761 | 5,524 | 131 | DL | 69.40 | 134 | FL | 11.65 | 105 |
| Orlando/Kissimmee, FL | Washington, DC | 760 | 1,236 | 129 | DL | 43.97 | 118 | DL | 43.97 | 118 |
| Ft. Lauderdale, FL | Nashville, TN | 793 | 335 | 123 | WN | 78.18 | 115 | WN | 78.18 | 115 |
| Kansas City, MO | Pittsburgh, PA | 773 | 191 | 121 | US | 76.00 | 121 | NJ | 14.88 | 95 |
| Ft. Lauderdale, FL | Norfolk, VA | 781 | 175 | 121 | WN | 46.68 | 112 | WN | 46.68 | 112 |
| New Orleans, LA | Raleigh/Durham, NC | 780 | 192 | 118 | DL | 36.11 | 118 | US | 26.83 | 116 |
| Chicago, IL | Islip/Long Island, NY | 773 | 297 | 112 | WN | 91.68 | 110 | AA | 3.23 | 107 |
| Baltimore, MD | Orlando/Kissimmee, FL | 787 | 1,363 | 110 | WN | 47.99 | 107 | WN | 47.99 | 107 |
| Austin, TX | Nashville, TN | 754 | 261 | 104 | WN | 76.63 | 105 | TW | 1.33 | 77 |
| Las Vegas, NV | Portland, OR | 763 | 1,158 | 97 | AS | 46.63 | 97 | AS | 46.63 | 97 |
| Chicago, IL | Myrtle Beach, SC | 753 | 171 | 94 | US | 51.40 | 91 | US | 51.40 | 91 |
| Distance Block - 801-850 miles | | | | | | | | | | |
| Cincinnati, OH | Dallas/Ft. Worth, TX | 812 | 237 | 294 | DL | 61.91 | 314 | AA | 27.81 | 292 |
| Philadelphia, PA | St. Louis, MO | 813 | 348 | 265 | US | 37.29 | 259 | US | 37.29 | 259 |
| Denver, CO | Santa Ana, CA | 846 | 513 | 232 | UA | 75.67 | 262 | AA | 9.06 | 106 |
| Denver, CO | Ontario, CA | 819 | 233 | 221 | UA | 75.91 | 235 | HP | 15.59 | 163 |
| Dallas/Ft. Worth, TX | Tucson, AZ | 824 | 202 | 210 | AA | 68.68 | 231 | DL | 14.12 | 185 |
| Chicago, IL | Dallas/Ft. Worth, TX | 802 | 2,331 | 208 | AA | 55.43 | 240 | TZ | 16.82 | 132 |
| Boston, MA | Indianapolis, IN | 818 | 217 | 207 | US | 69.98 | 211 | TZ | 4.17 | 148 |
| Atlanta, GA | Austin, TX | 813 | 349 | 199 | DL | 68.08 | 216 | CO | 12.92 | 159 |
| Atlanta, GA | Omaha, NE | 821 | 179 | 189 | DL | 72.75 | 198 | CO | 1.82 | 139 |
| Colorado Springs, CO | Los Angeles, CA | 833 | 208 | 185 | AA | 75.73 | 173 | AA | 75.73 | 173 |
| Denver, CO | Reno, NV | 804 | 237 | 159 | F9 | 40.80 | 147 | HP | 13.13 | 97 |
| Madison, WI | New York, NY | 820 | 198 | 158 | NW | 23.33 | 155 | CO | 16.92 | 133 |
| Houston, TX | Jacksonville, FL | 817 | 220 | 156 | CO | 59.15 | 166 | WN | 17.51 | 136 |
| Houston, TX | Omaha, NE | 807 | 187 | 154 | CO | 60.74 | 165 | NW | 10.45 | 108 |
| Detroit, MI | Jacksonville, FL | 814 | 180 | 150 | NW | 68.50 | 153 | NW | 68.50 | 153 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Jacksonville, FL | New York, NY | 834 | 792 | 147 | CO | 40.99 | 163 | US | 16.70 | 114 |
| Tampa/St. Petersburg/Lakeland, FL | Washington, DC | 814 | 665 | 145 | UA | 47.29 | 149 | US | 24.18 | 136 |
| Chicago, IL | New Orleans, LA | 837 | 784 | 143 | AA | 29.15 | 145 | WN | 23.63 | 127 |
| Oklahoma City, OK | Phoenix, AZ | 833 | 230 | 141 | WN | 85.19 | 138 | WN | 85.19 | 138 |
| Houston, TX | Louisville, KY | 803 | 199 | 141 | CO | 60.34 | 143 | CO | 60.34 | 143 |
| Chicago, IL | Manchester, NH | 843 | 498 | 134 | UA | 52.16 | 143 | WN | 40.81 | 119 |
| Chicago, IL | Providence, RI | 849 | 761 | 128 | UA | 35.60 | 129 | WN | 31.13 | 119 |
| Los Angeles, CA | Portland, OR | 834 | 1,190 | 127 | AS | 44.91 | 125 | AS | 44.91 | 125 |
| Phoenix, AZ | San Antonio, TX | 842 | 371 | 125 | WN | 60.22 | 126 | HP | 27.90 | 124 |
| Glendale/Burbank, CA | Portland, OR | 817 | 442 | 125 | AS | 73.22 | 123 | AS | 73.22 | 123 |
| Ontario, CA | Portland, OR | 838 | 497 | 124 | AS | 71.34 | 120 | AS | 71.34 | 120 |
| Orlando/Kissimmee, FL | Pittsburgh, PA | 834 | 766 | 122 | US | 84.77 | 120 | US | 84.77 | 120 |
| Dayton, OH | Orlando/Kissimmee, FL | 808 | 189 | 119 | DL | 35.51 | 120 | FL | 24.56 | 114 |
| Las Vegas, NV | Spokane, WA | 806 | 228 | 112 | WN | 44.38 | 115 | DL | 15.86 | 108 |
| Baltimore, MD | Tampa/St. Petersburg/Lakeland, FL | 850 | 1,079 | 112 | WN | 55.24 | 113 | US | 37.14 | 105 |
| Columbus, OH | Tampa/St. Petersburg/Lakeland, FL | 829 | 618 | 109 | DL | 58.70 | 109 | WN | 33.23 | 105 |
| Columbus, OH | Orlando/Kissimmee, FL | 802 | 645 | 108 | DL | 55.32 | 110 | WN | 21.75 | 104 |
| IIslip/Long Island, NY | Nashville, TN | 802 | 217 | 105 | WN | 94.89 | 105 | US | 1.00 | 78 |
| Nashville, TN | San Antonio, TX | 822 | 222 | 97 | WN | 65.87 | 98 | WN | 65.87 | 98 |
| Indianapolis, IN | Tampa/St. Petersburg/Lakeland, FL | 840 | 696 | 96 | TZ | 45.34 | 96 | WN | 25.04 | 95 |
| Indianapolis, IN | Orlando/Kissimmee, FL | 829 | 949 | 94 | DL | 37.35 | 91 | DL | 37.35 | 91 |
| Distance Block - 851-900 miles | | | | | | | | | | |
| New York, NY | St. Louis, MO | 892 | 1,044 | 248 | TW | 43.38 | 292 | CO | 15.12 | 220 |
| Dallas/Ft. Worth, TX | Phoenix, AZ | 879 | 886 | 220 | AA | 46.60 | 254 | HP | 21.45 | 192 |
| Albany, NY | Atlanta, GA | 852 | 189 | 220 | DL | 70.75 | 237 | US | 11.61 | 183 |
| Atlanta, GA | Hartford, CT/Springfield, MA | 859 | 543 | 206 | DL | 84.72 | 214 | CO | 1.64 | 138 |
| Birmingham, AL | New York, NY | 866 | 267 | 205 | DL | 54.87 | 212 | US | 10.10 | 169 |
| Denver, CO | Los Angeles, CA | 862 | 1,580 | 205 | UA | 46.27 | 253 | AA | 18.54 | 137 |
| Atlanta, GA | San Antonio, TX | 874 | 334 | 202 | DL | 71.88 | 222 | CO | 12.35 | 155 |
| Dallas/Ft. Worth, TX | Milwaukee, WI | 854 | 318 | 201 | YX | 52.53 | 206 | AA | 31.14 | 200 |
| Denver, CO | San Diego, CA | 853 | 771 | 199 | UA | 48.48 | 234 | F9 | 33.08 | 184 |
| Memphis, TN | Philadelphia, PA | 874 | 215 | 187 | NW | 64.04 | 193 | DL | 11.87 | 179 |
| Dallas/Ft. Worth, TX | Dayton, OH | 861 | 222 | 182 | AA | 58.36 | 182 | FL | 11.19 | 148 |
| Denver, CO | Milwaukee, WI | 896 | 291 | 180 | UA | 45.40 | 173 | UA | 45.40 | 173 |
| Boston, MA | Milwaukee, WI | 860 | 278 | 180 | YX | 70.67 | 187 | DL | 4.50 | 116 |
| Boston, MA | Chicago, IL | 867 | 1,770 | 173 | UA | 45.98 | 171 | UA | 45.98 | 171 |
| Chicago, IL | Denver, CO | 895 | 2,145 | 169 | UA | 54.75 | 193 | TZ | 18.62 | 127 |
| Denver, CO | Houston, TX | 889 | 1,073 | 167 | CO | 46.70 | 179 | F9 | 12.47 | 142 |
| Dallas/Ft. Worth, TX | Minneapolis/St.Paul, MN | 853 | 1,066 | 162 | NW | 50.54 | 149 | NW | 50.54 | 149 |
| St. Louis, MO | Tampa/St. Petersburg/Lakeland, FL | 868 | 465 | 151 | TW | 47.15 | 158 | WN | 29.36 | 136 |
| Houston, TX | Indianapolis, IN | 862 | 352 | 147 | CO | 59.42 | 155 | WN | 20.69 | 145 |
| Ft. Myers, FL | Washington, DC | 892 | 211 | 145 | US | 38.21 | 130 | AA | 10.09 | 128 |
| Chicago, IL | Jacksonville, FL | 864 | 307 | 142 | DL | 33.27 | 147 | FL | 15.34 | 116 |
| Houston, TX | Orlando/Kissimmee, FL | 853 | 785 | 142 | CO | 54.12 | 151 | WN | 32.40 | 127 |
| Albuquerque, NM | San Jose/Palo Alto, CA | 870 | 177 | 140 | WN | 56.80 | 148 | HP | 27.94 | 121 |
| Albuquerque, NM | Oakland/Berkeley, CA | 888 | 444 | 138 | WN | 87.95 | 141 | HP | 7.45 | 110 |
| Washington, DC | West Palm Beach, FL | 859 | 244 | 137 | US | 47.90 | 129 | US | 47.90 | 129 |
| Portland, OR | Santa Ana, CA | 859 | 590 | 135 | AS | 83.51 | 136 | UA | 7.83 | 117 |
| Cleveland, OH | Orlando/Kissimmee, FL | 895 | 538 | 135 | CO | 68.05 | 139 | NW | 5.68 | 91 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---------------------------------------|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Orlando/Kissimmee, FL | St. Louis, MO | 880 | 663 | 133 | TW | 37.46 | 153 | WN | 36.79 | 119 |
| Indio/Palm Springs, CA | Portland, OR | 873 | 200 | 130 | AS | 86.92 | 129 | AS | 86.92 | 129 |
| Pittsburgh, PA | Tampa/St. Petersburg/Lakeland, FL | 873 | 568 | 126 | US | 81.48 | 123 | NW | 1.24 | 112 |
| Baltimore, MD | West Palm Beach, FL | 884 | 474 | 126 | WN | 56.41 | 118 | WN | 56.41 | 118 |
| Ft. Lauderdale, FL | Washington, DC | 900 | 786 | 124 | US | 40.89 | 130 | B6 | 23.40 | 104 |
| Austin, TX | Phoenix, AZ | 868 | 474 | 123 | WN | 54.27 | 125 | HP | 33.33 | 114 |
| Orlando/Kissimmee, FL | Philadelphia, PA | 862 | 1,853 | 121 | US | 75.80 | 122 | FL | 16.26 | 112 |
| Atlantic City, NJ | Orlando/Kissimmee, FL | 853 | 318 | 118 | NK | 99.42 | 118 | NK | 99.42 | 118 |
| Baltimore, MD | Jackson/Vicksburg, MS | 888 | 194 | 114 | WN | 78.75 | 111 | WN | 78.75 | 111 |
| Las Vegas, NV | Seattle, WA | 866 | 1,810 | 101 | AS | 58.13 | 104 | WN | 28.29 | 100 |
| Hartford, CT/Springfield, MA | Nashville, TN | 852 | 242 | 100 | WN | 68.34 | 96 | WN | 68.34 | 96 |
| Distance Block - 901-950 miles | | | | | | | | | | |
| Charlotte, NC | Houston, TX | 921 | 220 | 303 | US | 52.71 | 298 | US | 52.71 | 298 |
| Charlotte, NC | Dallas/Ft. Worth, TX | 937 | 358 | 268 | AA | 49.41 | 262 | AA | 49.41 | 262 |
| Denver, CO | San Jose/Palo Alto, CA | 948 | 506 | 256 | UA | 62.16 | 295 | AA | 29.70 | 193 |
| Charlotte, NC | Minneapolis/St.Paul, MN | 930 | 217 | 248 | NW | 52.53 | 287 | US | 32.60 | 233 |
| Baltimore, MD | Minneapolis/St.Paul, MN | 936 | 307 | 247 | NW | 63.72 | 306 | CO | 12.23 | 79 |
| Denver, CO | Sacramento, CA | 909 | 317 | 247 | UA | 80.27 | 270 | HP | 9.40 | 135 |
| Atlanta, GA | Providence, RI | 903 | 215 | 229 | DL | 82.37 | 235 | CO | 3.74 | 174 |
| Columbus, OH | Dallas/Ft. Worth, TX | 927 | 355 | 222 | AA | 63.52 | 245 | US | 4.04 | 119 |
| Minneapolis/St.Paul, MN | Washington, DC | 931 | 895 | 206 | NW | 75.36 | 226 | SY | 7.12 | 112 |
| Miami, FL | Washington, DC | 921 | 842 | 196 | AA | 46.20 | 222 | UA | 35.03 | 187 |
| Kansas City, MO | Washington, DC | 949 | 420 | 186 | YX | 58.29 | 190 | US | 12.86 | 153 |
| Dallas/Ft. Worth, TX | Tampa/St. Petersburg/Lakeland, FL | 929 | 694 | 179 | AA | 47.27 | 192 | DL | 36.00 | 171 |
| Cincinnati, OH | Ft. Lauderdale, FL | 932 | 228 | 166 | DL | 86.77 | 170 | CO | 2.39 | 114 |
| Chicago, IL | Houston, TX | 945 | 1,658 | 163 | CO | 36.68 | 178 | WN | 23.23 | 143 |
| Detroit, MI | New Orleans, LA | 927 | 264 | 155 | NW | 67.33 | 166 | CO | 8.78 | 78 |
| Dallas/Ft. Worth, TX | Jacksonville, FL | 919 | 312 | 150 | DL | 48.48 | 149 | DL | 48.48 | 149 |
| Baltimore, MD | Miami, FL | 946 | 346 | 149 | US | 58.00 | 145 | US | 58.00 | 145 |
| New Orleans, LA | Pittsburgh, PA | 918 | 201 | 146 | US | 73.85 | 148 | US | 73.85 | 148 |
| Kansas City, MO | Salt Lake City, UT | 920 | 216 | 144 | DL | 63.66 | 151 | WN | 20.13 | 132 |
| Phoenix, AZ | Tulsa, OK | 935 | 248 | 140 | WN | 86.53 | 140 | UA | 2.11 | 125 |
| Cleveland, OH | Tampa/St. Petersburg/Lakeland, FL | 932 | 453 | 137 | CO | 60.19 | 141 | CO | 60.19 | 141 |
| Columbus, OH | Ft. Myers, FL | 929 | 189 | 136 | DL | 33.33 | 153 | HP | 32.01 | 125 |
| Glendale/Burbank, CA | Seattle, WA | 937 | 617 | 134 | AS | 74.38 | 134 | AS | 74.38 | 134 |
| Portland, OR | San Diego, CA | 932 | 772 | 130 | AS | 68.39 | 129 | UA | 12.35 | 128 |
| Los Angeles, CA | Spokane, WA | 945 | 213 | 130 | AS | 47.99 | 132 | DL | 10.66 | 125 |
| Atlanta, GA | Boston, MA | 946 | 1,822 | 127 | DL | 79.36 | 129 | FL | 13.49 | 103 |
| Philadelphia, PA | Tampa/St. Petersburg/Lakeland, FL | 920 | 1,089 | 124 | US | 76.67 | 126 | FL | 14.72 | 117 |
| Atlanta, GA | Minneapolis/St.Paul, MN | 907 | 1,053 | 121 | NW | 50.39 | 120 | DL | 37.44 | 119 |
| Baltimore, MD | Ft. Lauderdale, FL | 925 | 1,043 | 121 | WN | 56.32 | 123 | US | 33.71 | 112 |
| Austin, TX | Tampa/St. Petersburg/Lakeland, FL | 930 | 218 | 115 | WN | 43.09 | 127 | NW | 10.08 | 73 |
| Allentown, PA | Orlando/Kissimmee, FL | 907 | 255 | 113 | US | 70.41 | 112 | US | 70.41 | 112 |
| Ft. Myers, FL | Indianapolis, IN | 946 | 502 | 112 | TZ | 78.07 | 111 | TZ | 78.07 | 111 |
| New York, NY | Orlando/Kissimmee, FL | 950 | 5,453 | 110 | DL | 34.57 | 103 | B6 | 15.35 | 102 |
| Atlantic City, NJ | Tampa/St. Petersburg/Lakeland, FL | 914 | 175 | 109 | NK | 99.26 | 109 | NK | 99.26 | 109 |
| Manchester, NH | Nashville, TN | 938 | 175 | 107 | WN | 72.72 | 106 | WN | 72.72 | 106 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Kansas City, MO | Raleigh/Durham, NC | 904 | 271 | 106 | WN | 36.97 | 110 | NW | 13.43 | 86 |
| Nashville, TN | Providence, RI | 906 | 235 | 103 | WN | 70.75 | 102 | DL | 5.09 | 87 |
| Distance Block - 951-1000 miles | | | | | | | | | | |
| Denver, CO | Oakland/Berkeley, CA | 957 | 286 | 260 | UA | 85.11 | 278 | HP | 11.89 | 125 |
| Minneapolis/St.Paul, MN | Philadelphia, PA | 980 | 537 | 237 | NW | 54.80 | 269 | US | 29.37 | 211 |
| Dallas/Ft. Worth, TX | Detroit, MI | 987 | 635 | 237 | AA | 49.24 | 244 | AA | 49.24 | 244 |
| Dallas/Ft. Worth, TX | Salt Lake City, UT | 999 | 402 | 219 | DL | 47.06 | 252 | AA | 25.93 | 209 |
| Denver, CO | San Francisco, CA | 967 | 1,404 | 218 | UA | 65.91 | 240 | F9 | 21.74 | 192 |
| Denver, CO | Portland, OR | 992 | 553 | 216 | UA | 61.40 | 237 | F9 | 27.44 | 184 |
| Minneapolis/St.Paul, MN | Raleigh/Durham, NC | 981 | 221 | 204 | NW | 58.37 | 248 | CO | 7.07 | 88 |
| Memphis, TN | New York, NY | 965 | 559 | 201 | NW | 69.76 | 211 | AA | 2.26 | 130 |
| Minneapolis/St.Paul, MN | Salt Lake City, UT | 991 | 236 | 194 | NW | 47.42 | 200 | DL | 33.78 | 195 |
| Denver, CO | Indianapolis, IN | 977 | 334 | 193 | UA | 60.18 | 214 | TZ | 13.92 | 172 |
| Houston, TX | Miami, FL | 964 | 360 | 189 | CO | 61.16 | 202 | AA | 29.03 | 165 |
| New Orleans, LA | Washington, DC | 969 | 420 | 181 | UA | 26.89 | 220 | US | 24.07 | 156 |
| Hartford, CT/Springfield, MA | St. Louis, MO | 957 | 217 | 179 | TW | 50.08 | 180 | WN | 16.19 | 159 |
| Dallas/Ft. Worth, TX | Greensboro/High Point, NC | 999 | 217 | 171 | AA | 37.46 | 154 | AA | 37.46 | 154 |
| Ft. Lauderdale, FL | Houston, TX | 965 | 430 | 168 | CO | 59.20 | 169 | CO | 59.20 | 169 |
| Dallas/Ft. Worth, TX | Orlando/Kissimmee, FL | 984 | 988 | 160 | AA | 48.18 | 174 | DL | 36.88 | 149 |
| Austin, TX | Chicago, IL | 973 | 601 | 154 | AA | 57.30 | 160 | UA | 18.62 | 152 |
| Santa Ana, CA | Seattle, WA | 978 | 1,094 | 153 | AS | 88.11 | 154 | HP | 1.15 | 91 |
| Philadelphia, PA | West Palm Beach, FL | 951 | 459 | 146 | US | 89.83 | 142 | US | 89.83 | 142 |
| Ft. Myers, FL | Philadelphia, PA | 992 | 350 | 144 | US | 84.85 | 140 | US | 84.85 | 140 |
| Pittsburgh, PA | West Palm Beach, FL | 952 | 208 | 138 | US | 86.45 | 132 | US | 86.45 | 132 |
| Las Vegas, NV | Oklahoma City, OK | 987 | 223 | 138 | WN | 49.27 | 140 | DL | 15.95 | 133 |
| Detroit, MI | Tampa/St. Petersburg/Lakeland, FL | 983 | 1,011 | 134 | NW | 48.92 | 148 | NK | 34.70 | 120 |
| Ft. Lauderdale, FL | Pittsburgh, PA | 994 | 427 | 133 | US | 80.11 | 130 | CO | 1.25 | 110 |
| Detroit, MI | Orlando/Kissimmee, FL | 957 | 1,231 | 131 | NW | 53.14 | 143 | NK | 27.53 | 122 |
| Columbus, OH | Ft. Lauderdale, FL | 972 | 242 | 130 | DL | 34.65 | 135 | WN | 28.99 | 125 |
| Ontario, CA | Seattle, WA | 956 | 666 | 129 | AS | 71.96 | 128 | AS | 71.96 | 128 |
| Ft. Myers, FL | Pittsburgh, PA | 966 | 254 | 129 | US | 83.15 | 127 | US | 83.15 | 127 |
| Baltimore, MD | New Orleans, LA | 998 | 599 | 128 | WN | 46.02 | 129 | US | 35.94 | 120 |
| Los Angeles, CA | Seattle, WA | 954 | 2,419 | 128 | AS | 49.85 | 130 | UA | 32.72 | 129 |
| Indio/Palm Springs, CA | Seattle, WA | 987 | 394 | 127 | AS | 91.70 | 127 | UA | 4.41 | 123 |
| Ft. Lauderdale, FL | Philadelphia, PA | 992 | 1,166 | 124 | US | 68.82 | 123 | FL | 22.45 | 121 |
| Atlantic City, NJ | Ft. Lauderdale, FL | 977 | 350 | 121 | NK | 99.66 | 121 | NK | 99.66 | 121 |
| Baltimore, MD | Kansas City, MO | 966 | 523 | 119 | WN | 61.80 | 126 | US | 10.74 | 111 |
| Atlantic City, NJ | Ft. Myers, FL | 982 | 199 | 117 | NK | 99.89 | 118 | NK | 99.89 | 118 |
| Austin, TX | Orlando/Kissimmee, FL | 996 | 336 | 108 | WN | 41.04 | 107 | CO | 19.47 | 92 |
| San Antonio, TX | Tampa/St. Petersburg/Lakeland, FL | 972 | 204 | 106 | WN | 49.15 | 105 | CO | 20.04 | 104 |
| Islip/Long Island, NY | Orlando/Kissimmee, FL | 972 | 389 | 106 | WN | 66.04 | 110 | DL | 31.08 | 98 |
| Distance Block - 1001-1050 miles | | | | | | | | | | |
| Boston, MA | St. Louis, MO | 1,046 | 250 | 271 | TW | 49.65 | 307 | AA | 24.39 | 282 |
| Cleveland, OH | Dallas/Ft. Worth, TX | 1,021 | 280 | 271 | AA | 45.96 | 288 | CO | 34.82 | 288 |
| Austin, TX | Minneapolis/St.Paul, MN | 1,036 | 182 | 254 | NW | 43.51 | 356 | CO | 17.00 | 112 |
| Minneapolis/St.Paul, MN | New York, NY | 1,029 | 1,605 | 247 | NW | 68.63 | 258 | NW | 68.63 | 258 |
| Kansas City, MO | Philadelphia, PA | 1,038 | 271 | 221 | US | 74.36 | 225 | CO | 1.85 | 143 |
| Denver, CO | Seattle, WA | 1,024 | 962 | 220 | UA | 59.69 | 241 | F9 | 30.55 | 197 |
| Denver, CO | Nashville, TN | 1,013 | 181 | 209 | UA | 31.57 | 275 | NW | 15.31 | 140 |
| Minneapolis/St.Paul, MN | New Orleans, LA | 1,040 | 234 | 195 | NW | 45.96 | 275 | CO | 13.48 | 75 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Cleveland, OH | Ft. Myers, FL | 1,025 | 291 | 173 | CO | 77.93 | 178 | NW | 3.85 | 115 |
| Columbus, OH | Houston, TX | 1,001 | 276 | 171 | CO | 64.08 | 175 | WN | 13.45 | 169 |
| Chicago, IL | San Antonio, TX | 1,041 | 520 | 170 | AA | 47.32 | 181 | WN | 15.75 | 144 |
| Houston, TX | Phoenix, AZ | 1,028 | 738 | 157 | WN | 43.20 | 146 | WN | 43.20 | 146 |
| Miami, FL | Philadelphia, PA | 1,013 | 613 | 153 | US | 49.34 | 145 | US | 49.34 | 145 |
| New York, NY | Sarasota/Bradenton, FL | 1,047 | 272 | 152 | CO | 59.16 | 155 | US | 13.76 | 134 |
| Miami, FL | Pittsburgh, PA | 1,013 | 241 | 150 | US | 79.50 | 148 | US | 79.50 | 148 |
| Houston, TX | Raleigh/Durham, NC | 1,050 | 364 | 147 | CO | 52.28 | 153 | WN | 20.04 | 136 |
| San Diego, CA | Seattle, WA | 1,050 | 1,279 | 139 | AS | 74.53 | 141 | WN | 10.52 | 140 |
| Grand Rapids, MI | Orlando/Kissimmee, FL | 1,023 | 214 | 139 | NW | 42.04 | 145 | US | 14.86 | 130 |
| Chicago, IL | Sarasota/Bradenton, FL | 1,050 | 206 | 136 | TZ | 71.06 | 115 | TZ | 71.06 | 115 |
| Boston, MA | Jacksonville, FL | 1,010 | 194 | 133 | DL | 43.74 | 139 | US | 36.02 | 129 |
| New York, NY | West Palm Beach, FL | 1,035 | 3,476 | 132 | CO | 30.78 | 145 | B6 | 22.12 | 120 |
| Chicago, IL | Tampa/St. Petersburg/Lakeland, FL | 1,012 | 1,899 | 132 | WN | 26.04 | 110 | TZ | 24.68 | 102 |
| Kansas City, MO | Phoenix, AZ | 1,044 | 763 | 125 | WN | 58.17 | 125 | HP | 32.46 | 122 |
| Baltimore, MD | Omaha, NE | 1,025 | 176 | 122 | WN | 24.63 | 125 | US | 13.86 | 96 |
| Phoenix, AZ | Portland, OR | 1,009 | 1,184 | 121 | AS | 33.89 | 121 | HP | 32.93 | 115 |
| New York, NY | Tampa/St. Petersburg/Lakeland, FL | 1,011 | 3,022 | 120 | CO | 27.01 | 145 | B6 | 21.11 | 104 |
| Omaha, NE | Phoenix, AZ | 1,037 | 538 | 120 | HP | 46.03 | 118 | HP | 46.03 | 118 |
| Orlando/Kissimmee, FL | Rochester, NY | 1,033 | 236 | 119 | US | 57.93 | 112 | US | 57.93 | 112 |
| Chicago, IL | Orlando/Kissimmee, FL | 1,005 | 2,687 | 117 | TZ | 29.55 | 100 | TZ | 29.55 | 100 |
| Phoenix, AZ | Spokane, WA | 1,020 | 286 | 111 | HP | 31.23 | 111 | DL | 26.34 | 79 |
| Islip/Long Island, NY | Tampa/St. Petersburg/Lakeland, FL | 1,034 | 451 | 106 | WN | 95.06 | 104 | WN | 95.06 | 104 |
| Ft. Lauderdale, FL | Indianapolis, IN | 1,005 | 470 | 106 | TZ | 47.72 | 101 | TZ | 47.72 | 101 |
| Orlando/Kissimmee, FL | San Antonio, TX | 1,040 | 363 | 98 | WN | 43.64 | 94 | CO | 22.85 | 93 |
| Buffalo, NY | Orlando/Kissimmee, FL | 1,011 | 583 | 92 | WN | 37.93 | 93 | US | 30.39 | 88 |
| Kansas City, MO | Tampa/St. Petersburg/Lakeland, FL | 1,047 | 529 | 83 | WN | 33.37 | 84 | NW | 17.56 | 64 |
| Distance Block - 1051-1100 miles | | | | | | | | | | |
| Hartford, CT/Springfield, MA | Minneapolis/St.Paul, MN | 1,051 | 214 | 279 | NW | 63.82 | 342 | CO | 8.38 | 93 |
| Houston, TX | Minneapolis/St.Paul, MN | 1,059 | 358 | 265 | NW | 35.11 | 331 | AA | 14.29 | 157 |
| Cincinnati, OH | Denver, CO | 1,069 | 218 | 241 | DL | 77.97 | 256 | CO | 1.50 | 113 |
| Dallas/Ft. Worth, TX | Pittsburgh, PA | 1,068 | 383 | 219 | AA | 39.73 | 240 | US | 38.40 | 215 |
| Minneapolis/St.Paul, MN | San Antonio, TX | 1,097 | 201 | 210 | NW | 43.79 | 294 | CO | 16.58 | 92 |
| Dallas/Ft. Worth, TX | Raleigh/Durham, NC | 1,062 | 466 | 200 | AA | 69.02 | 212 | DL | 13.30 | 182 |
| Denver, CO | New Orleans, LA | 1,062 | 345 | 192 | UA | 47.18 | 220 | CO | 17.28 | 147 |
| Detroit, MI | Houston, TX | 1,093 | 583 | 181 | CO | 45.28 | 194 | NW | 35.16 | 167 |
| Cleveland, OH | Miami, FL | 1,080 | 193 | 179 | CO | 47.22 | 174 | DL | 13.60 | 174 |
| Ft. Lauderdale, FL | St. Louis, MO | 1,056 | 321 | 177 | TW | 44.62 | 200 | DL | 11.13 | 140 |
| Cleveland, OH | Ft. Lauderdale, FL | 1,061 | 414 | 156 | CO | 68.60 | 157 | NW | 5.85 | 101 |
| New Orleans, LA | Philadelphia, PA | 1,088 | 447 | 153 | US | 66.91 | 155 | US | 66.91 | 155 |
| Detroit, MI | West Palm Beach, FL | 1,087 | 405 | 152 | NW | 58.36 | 165 | NK | 28.59 | 127 |
| Milwaukee, WI | Tampa/St. Petersburg/Lakeland, FL | 1,077 | 236 | 147 | NW | 26.53 | 147 | TZ | 13.34 | 122 |
| Miami, FL | New York, NY | 1,097 | 3,283 | 144 | AA | 62.58 | 143 | AA | 62.58 | 143 |
| Detroit, MI | Ft. Myers, FL | 1,085 | 715 | 143 | NK | 48.91 | 131 | NK | 48.91 | 131 |
| Milwaukee, WI | Orlando/Kissimmee, FL | 1,066 | 643 | 134 | YX | 36.72 | 158 | SY | 13.87 | 108 |
| Ft. Myers, FL | New York, NY | 1,080 | 1,313 | 132 | CO | 36.44 | 153 | US | 13.50 | 110 |
| Las Vegas, NV | Tulsa, OK | 1,076 | 247 | 132 | WN | 69.25 | 126 | WN | 69.25 | 126 |
| Dallas/Ft. Worth, TX | Las Vegas, NV | 1,067 | 1,512 | 128 | AA | 34.57 | 156 | HP | 15.72 | 98 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Orlando/Kissimmee, FL | Syracuse, NY | 1,053 | 258 | 125 | US | 56.41 | 117 | US | 56.41 | 117 |
| Ft. Lauderdale, FL | New York, NY | 1,076 | 7,374 | 116 | DL | 29.21 | 112 | DL | 29.21 | 112 |
| Kansas City, MO | Orlando/Kissimmee, FL | 1,072 | 539 | 115 | WN | 42.68 | 124 | DL | 34.55 | 97 |
| Las Vegas, NV | San Antonio, TX | 1,069 | 523 | 115 | WN | 77.85 | 114 | SY | 3.24 | 71 |
| Ft. Lauderdale, FL | IIslip/Long Island, NY | 1,092 | 507 | 114 | DL | 51.28 | 109 | DL | 51.28 | 109 |
| Orlando/Kissimmee, FL | Providence, RI | 1,073 | 982 | 114 | WN | 51.33 | 109 | WN | 51.33 | 109 |
| Albany, NY | Orlando/Kissimmee, FL | 1,073 | 516 | 111 | WN | 68.75 | 107 | WN | 68.75 | 107 |
| IIslip/Long Island, NY | West Palm Beach, FL | 1,052 | 233 | 110 | WN | 88.80 | 108 | WN | 88.80 | 108 |
| Buffalo, NY | Tampa/St. Petersburg/Lakeland, FL | 1,054 | 341 | 100 | US | 38.10 | 97 | DL | 20.84 | 93 |
| Hartford, CT/Springfield, MA | Orlando/Kissimmee, FL | 1,051 | 1,323 | 99 | DL | 55.89 | 105 | US | 15.09 | 90 |
| Austin, TX | Las Vegas, NV | 1,085 | 637 | 99 | WN | 70.42 | 99 | HP | 9.40 | 83 |
| Las Vegas, NV | Omaha, NE | 1,099 | 582 | 98 | WN | 62.32 | 98 | HP | 14.57 | 94 |
| Distance Block - 1101-1200 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | Richmond, VA | 1,158 | 210 | 249 | AA | 72.66 | 243 | AA | 72.66 | 243 |
| Dallas/Ft. Worth, TX | Washington, DC | 1,192 | 1,459 | 245 | AA | 63.04 | 273 | DL | 13.19 | 203 |
| Boston, MA | Minneapolis/St.Paul, MN | 1,124 | 717 | 240 | NW | 81.31 | 251 | CO | 1.86 | 113 |
| Denver, CO | Detroit, MI | 1,123 | 496 | 239 | UA | 41.91 | 253 | UA | 41.91 | 253 |
| Dallas/Ft. Worth, TX | San Diego, CA | 1,182 | 574 | 235 | AA | 53.41 | 286 | HP | 11.50 | 151 |
| Columbus, OH | Denver, CO | 1,155 | 230 | 229 | UA | 61.10 | 251 | AA | 10.03 | 204 |
| Houston, TX | Pittsburgh, PA | 1,131 | 307 | 226 | US | 47.94 | 214 | US | 47.94 | 214 |
| Dallas/Ft. Worth, TX | West Palm Beach, FL | 1,103 | 172 | 211 | DL | 76.47 | 220 | AA | 15.62 | 194 |
| Dallas/Ft. Worth, TX | Ontario, CA | 1,200 | 297 | 209 | AA | 52.05 | 232 | HP | 15.03 | 155 |
| Atlanta, GA | Denver, CO | 1,199 | 1,041 | 204 | DL | 44.86 | 220 | F9 | 11.23 | 184 |
| New York, NY | Omaha, NE | 1,155 | 196 | 199 | YX | 26.47 | 225 | NW | 12.76 | 150 |
| Cleveland, OH | Houston, TX | 1,107 | 477 | 199 | CO | 71.84 | 218 | WN | 12.45 | 161 |
| Chicago, IL | West Palm Beach, FL | 1,144 | 334 | 194 | UA | 28.50 | 223 | NK | 14.95 | 129 |
| Dallas/Ft. Worth, TX | Miami, FL | 1,121 | 503 | 192 | AA | 79.96 | 195 | NW | 1.38 | 123 |
| Detroit, MI | Miami, FL | 1,146 | 362 | 175 | NW | 65.08 | 179 | AA | 15.27 | 176 |
| Kansas City, MO | New York, NY | 1,113 | 876 | 175 | YX | 29.73 | 159 | NJ | 21.01 | 107 |
| Dallas/Ft. Worth, TX | Ft. Lauderdale, FL | 1,119 | 530 | 172 | AA | 48.39 | 175 | DL | 34.98 | 170 |
| Chicago, IL | Miami, FL | 1,197 | 1,088 | 169 | AA | 39.22 | 200 | TZ | 18.34 | 121 |
| New Orleans, LA | New York, NY | 1,183 | 1,341 | 162 | CO | 29.30 | 225 | B6 | 18.03 | 114 |
| Albuquerque, NM | Chicago, IL | 1,121 | 396 | 150 | AA | 41.14 | 153 | WN | 34.57 | 140 |
| Boston, MA | West Palm Beach, FL | 1,197 | 560 | 150 | DL | 70.34 | 152 | US | 16.96 | 129 |
| Ft. Myers, FL | Milwaukee, WI | 1,183 | 194 | 149 | US | 21.04 | 129 | US | 21.04 | 129 |
| Austin, TX | Detroit, MI | 1,145 | 181 | 145 | NW | 25.27 | 141 | CO | 24.97 | 130 |
| St. Louis, MO | Salt Lake City, UT | 1,156 | 227 | 145 | TW | 40.33 | 145 | WN | 35.45 | 125 |
| Albuquerque, NM | Seattle, WA | 1,179 | 270 | 145 | WN | 49.94 | 143 | HP | 17.83 | 126 |
| Detroit, MI | Ft. Lauderdale, FL | 1,128 | 769 | 143 | NK | 46.01 | 129 | NK | 46.01 | 129 |
| Ft. Myers, FL | Hartford, CT/Springfield, MA | 1,180 | 201 | 139 | DL | 44.63 | 147 | US | 38.80 | 133 |
| Chicago, IL | Ft. Myers, FL | 1,120 | 1,129 | 138 | TZ | 37.99 | 117 | TZ | 37.99 | 117 |
| Des Moines, IA | Phoenix, AZ | 1,149 | 263 | 137 | HP | 50.12 | 143 | DL | 20.43 | 102 |
| Albuquerque, NM | Portland, OR | 1,111 | 254 | 136 | WN | 62.37 | 134 | HP | 16.42 | 119 |
| Providence, RI | West Palm Beach, FL | 1,148 | 257 | 132 | WN | 37.42 | 131 | US | 29.56 | 131 |
| Chicago, IL | Ft. Lauderdale, FL | 1,182 | 2,025 | 131 | TZ | 23.21 | 107 | TZ | 23.21 | 107 |
| Baltimore, MD | Oklahoma City, OK | 1,180 | 259 | 131 | DL | 22.98 | 143 | TW | 19.16 | 110 |
| Boston, MA | Tampa/St. Petersburg/Lakeland, FL | 1,193 | 729 | 130 | DL | 61.09 | 132 | US | 25.88 | 121 |
| Los Angeles, CA | Oklahoma City, OK | 1,187 | 236 | 129 | WN | 24.87 | 132 | DL | 15.77 | 130 |
| Austin, TX | San Diego, CA | 1,161 | 315 | 126 | WN | 58.02 | 122 | WN | 58.02 | 122 |
| Ft. Lauderdale, FL | Providence, RI | 1,188 | 435 | 124 | WN | 39.03 | 131 | DL | 26.10 | 115 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|---------------------|------------------|----------------------------|-----------------|----------------------------|-------------------------------|---------------------|----------------------------|-------------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Phoenix, AZ | Seattle, WA | 1,106 | 1,682 | 120 | AS | 47.93 | 124 | HP | 24.13 | 114 |
| San Antonio, TX | San Diego, CA | 1,129 | 273 | 120 | WN | 51.91 | 120 | CO | 13.51 | 115 |
| Ft. Lauderdale, FL | Hartford, CT/Springfield, MA | 1,173 | 680 | 119 | DL | 76.78 | 117 | NW | 1.10 | 97 |
| Boston, MA | Orlando/Kissimmee, FL | 1,121 | 1,550 | 117 | DL | 66.56 | 119 | US | 14.51 | 110 |
| Hartford, CT/Springfield, MA | Tampa/St. Petersburg/Lakeland, FL | 1,112 | 573 | 116 | DL | 61.12 | 112 | DL | 61.12 | 112 |
| Buffalo, NY | Ft. Lauderdale, FL | 1,165 | 236 | 114 | US | 37.17 | 103 | US | 37.17 | 103 |
| Hartford, CT/Springfield, MA | West Palm Beach, FL | 1,133 | 642 | 113 | DL | 82.33 | 111 | DL | 82.33 | 111 |
| Albany, NY | Tampa/St. Petersburg/Lakeland, FL | 1,130 | 215 | 113 | US | 37.78 | 120 | DL | 21.67 | 106 |
| Austin, TX | Raleigh/Durham, NC | 1,161 | 255 | 112 | WN | 48.95 | 109 | DL | 16.01 | 103 |
| Manchester, NH | Orlando/Kissimmee, FL | 1,143 | 587 | 110 | WN | 66.69 | 107 | WN | 66.69 | 107 |
| Kansas City, MO | Las Vegas, NV | 1,140 | 852 | 106 | WN | 73.63 | 104 | NJ | 13.52 | 104 |
| Providence, RI | Tampa/St. Petersburg/Lakeland, FL | 1,137 | 666 | 101 | WN | 66.87 | 102 | WN | 66.87 | 102 |
| Distance Block - 1201-1300 miles | | | | | | | | | | |
| Houston, TX | Washington, DC | 1,218 | 708 | 269 | CO | 70.56 | 301 | US | 3.95 | 131 |
| Denver, CO | Pittsburgh, PA | 1,290 | 251 | 241 | US | 52.77 | 273 | NJ | 11.14 | 171 |
| Baltimore, MD | Dallas/Ft. Worth, TX | 1,217 | 571 | 240 | AA | 62.02 | 262 | DL | 10.52 | 248 |
| Dallas/Ft. Worth, TX | Santa Ana, CA | 1,216 | 446 | 239 | AA | 66.49 | 260 | DL | 13.44 | 192 |
| Dallas/Ft. Worth, TX | Los Angeles, CA | 1,246 | 1,201 | 229 | AA | 43.18 | 299 | UA | 15.71 | 170 |
| Cleveland, OH | Denver, CO | 1,201 | 289 | 221 | UA | 40.59 | 221 | UA | 40.59 | 221 |
| Boston, MA | Kansas City, MO | 1,256 | 225 | 207 | YX | 50.07 | 213 | DL | 13.23 | 166 |
| Dallas/Ft. Worth, TX | Long Beach, CA | 1,221 | 436 | 204 | AA | 93.05 | 207 | HP | 5.71 | 133 |
| Chicago, IL | Salt Lake City, UT | 1,258 | 476 | 198 | DL | 34.00 | 202 | WN | 14.59 | 152 |
| Dallas/Ft. Worth, TX | Norfolk, VA | 1,213 | 195 | 196 | AA | 66.89 | 194 | AA | 66.89 | 194 |
| Baltimore, MD | Houston, TX | 1,246 | 968 | 177 | CO | 45.78 | 213 | WN | 38.93 | 147 |
| Chicago, IL | El Paso, TX | 1,237 | 229 | 171 | AA | 81.67 | 171 | WN | 9.43 | 153 |
| Houston, TX | Salt Lake City, UT | 1,221 | 379 | 167 | CO | 37.59 | 165 | WN | 13.10 | 158 |
| Boston, MA | Miami, FL | 1,258 | 765 | 156 | AA | 76.97 | 158 | US | 9.02 | 134 |
| Minneapolis/St.Paul, MN | Phoenix, AZ | 1,276 | 1,378 | 156 | NW | 64.65 | 156 | HP | 21.80 | 154 |
| Los Angeles, CA | Tulsa, OK | 1,283 | 174 | 156 | AA | 62.43 | 153 | AA | 62.43 | 153 |
| Austin, TX | Los Angeles, CA | 1,238 | 448 | 155 | AA | 50.70 | 166 | WN | 31.85 | 138 |
| Detroit, MI | San Antonio, TX | 1,215 | 208 | 144 | NW | 29.24 | 141 | CO | 24.06 | 138 |
| Phoenix, AZ | St. Louis, MO | 1,262 | 653 | 141 | WN | 43.31 | 132 | HP | 14.38 | 124 |
| Los Angeles, CA | San Antonio, TX | 1,210 | 403 | 138 | WN | 39.69 | 137 | CO | 29.21 | 134 |
| Houston, TX | Las Vegas, NV | 1,243 | 1,233 | 138 | WN | 43.01 | 121 | WN | 43.01 | 121 |
| Las Vegas, NV | Minneapolis/St.Paul, MN | 1,300 | 932 | 136 | NW | 48.69 | 153 | HP | 14.79 | 110 |
| Boston, MA | Ft. Myers, FL | 1,249 | 654 | 132 | DL | 76.63 | 130 | CO | 5.47 | 123 |
| Boston, MA | Ft. Lauderdale, FL | 1,237 | 1,116 | 132 | DL | 60.93 | 133 | US | 12.57 | 120 |
| Albany, NY | Ft. Lauderdale, FL | 1,204 | 183 | 128 | US | 47.41 | 123 | US | 47.41 | 123 |
| Seattle, WA | Tucson, AZ | 1,220 | 349 | 124 | AS | 79.00 | 122 | AS | 79.00 | 122 |
| Raleigh/Durham, NC | San Antonio, TX | 1,225 | 193 | 116 | WN | 37.10 | 114 | WN | 37.10 | 114 |
| Ft. Lauderdale, FL | Kansas City, MO | 1,242 | 320 | 106 | DL | 22.37 | 113 | US | 14.41 | 86 |
| Manchester, NH | Tampa/St. Petersburg/Lakeland, FL | 1,204 | 433 | 102 | WN | 53.39 | 102 | WN | 53.39 | 102 |
| Hartford, CT/Springfield, MA | New Orleans, LA | 1,280 | 245 | 101 | DL | 39.48 | 95 | DL | 39.48 | 95 |
| Omaha, NE | Orlando/Kissimmee, FL | 1,210 | 374 | 96 | NW | 17.71 | 88 | WN | 10.77 | 87 |
| Distance Block - 1301-1400 miles | | | | | | | | | | |
| Austin, TX | Washington, DC | 1,314 | 189 | 295 | AA | 28.65 | 322 | DL | 21.10 | 261 |
| Charlotte, NC | Denver, CO | 1,338 | 182 | 260 | US | 60.08 | 289 | CO | 4.55 | 110 |
| Dallas/Ft. Worth, TX | New York, NY | 1,391 | 2,825 | 259 | AA | 60.82 | 283 | DL | 13.68 | 199 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Houston, TX | Philadelphia, PA | 1,335 | 636 | 254 | CO | 44.45 | 279 | DL | 11.90 | 230 |
| Dallas/Ft. Worth, TX | Philadelphia, PA | 1,303 | 875 | 250 | AA | 54.96 | 273 | US | 25.21 | 228 |
| Houston, TX | Santa Ana, CA | 1,365 | 335 | 223 | CO | 61.21 | 238 | AA | 12.07 | 183 |
| San Antonio, TX | Washington, DC | 1,381 | 248 | 214 | DL | 45.12 | 195 | DL | 45.12 | 195 |
| Houston, TX | Los Angeles, CA | 1,397 | 1,273 | 195 | CO | 49.61 | 233 | WN | 28.93 | 148 |
| Minneapolis/St.Paul, MN | Seattle, WA | 1,399 | 718 | 190 | NW | 83.48 | 192 | HP | 2.07 | 134 |
| Houston, TX | San Diego, CA | 1,320 | 515 | 188 | CO | 44.58 | 228 | WN | 32.29 | 141 |
| Minneapolis/St.Paul, MN | Tampa/St. Petersburg/Lakeland, FL | 1,307 | 493 | 183 | NW | 47.41 | 227 | FL | 12.87 | 148 |
| Houston, TX | Ontario, CA | 1,353 | 267 | 166 | CO | 34.09 | 181 | WN | 32.63 | 147 |
| Las Vegas, NV | St. Louis, MO | 1,372 | 558 | 144 | TW | 46.74 | 150 | WN | 30.77 | 132 |
| New Orleans, LA | Phoenix, AZ | 1,301 | 290 | 141 | WN | 52.30 | 137 | HP | 24.37 | 133 |
| Boston, MA | New Orleans, LA | 1,367 | 281 | 139 | DL | 42.00 | 141 | CO | 12.28 | 132 |
| Minneapolis/St.Paul, MN | Orlando/Kissimmee, FL | 1,310 | 1,242 | 139 | NW | 57.29 | 157 | DL | 17.05 | 105 |
| Omaha, NE | San Diego, CA | 1,313 | 173 | 137 | UA | 32.60 | 134 | HP | 15.99 | 125 |
| Austin, TX | Baltimore, MD | 1,340 | 496 | 137 | WN | 40.86 | 144 | CO | 20.53 | 122 |
| Los Angeles, CA | Omaha, NE | 1,330 | 312 | 127 | UA | 26.12 | 128 | WN | 18.97 | 126 |
| Kansas City, MO | San Diego, CA | 1,333 | 392 | 125 | WN | 49.65 | 122 | WN | 49.65 | 122 |
| Kansas City, MO | Los Angeles, CA | 1,363 | 758 | 125 | WN | 50.45 | 124 | NJ | 22.81 | 110 |
| Kansas City, MO | Ontario, CA | 1,318 | 201 | 123 | WN | 42.94 | 130 | HP | 19.09 | 103 |
| Distance Block - 1401-1500 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | San Jose/Palo Alto, CA | 1,450 | 518 | 284 | AA | 71.04 | 334 | HP | 12.39 | 124 |
| Houston, TX | New York, NY | 1,428 | 2,097 | 283 | CO | 67.47 | 323 | NW | 4.53 | 96 |
| Dallas/Ft. Worth, TX | Oakland/Berkeley, CA | 1,468 | 282 | 282 | AA | 55.30 | 316 | DL | 16.51 | 250 |
| Denver, CO | Washington, DC | 1,476 | 1,075 | 271 | UA | 59.21 | 354 | NW | 10.92 | 126 |
| Dallas/Ft. Worth, TX | Hartford, CT/Springfield, MA | 1,471 | 293 | 269 | AA | 66.70 | 288 | CO | 5.11 | 110 |
| Dallas/Ft. Worth, TX | San Francisco, CA | 1,476 | 830 | 262 | AA | 45.23 | 330 | N7 | 10.39 | 159 |
| Dallas/Ft. Worth, TX | Sacramento, CA | 1,442 | 257 | 246 | AA | 48.44 | 279 | HP | 18.03 | 223 |
| Minneapolis/St.Paul, MN | Portland, OR | 1,426 | 310 | 237 | NW | 63.70 | 263 | AA | 4.24 | 106 |
| Baltimore, MD | Denver, CO | 1,491 | 584 | 236 | UA | 57.20 | 268 | F9 | 21.13 | 196 |
| Denver, CO | Raleigh/Durham, NC | 1,437 | 254 | 202 | CO | 25.22 | 144 | CO | 25.22 | 144 |
| Kansas City, MO | San Francisco, CA | 1,499 | 200 | 189 | NJ | 43.87 | 130 | NJ | 43.87 | 130 |
| Ft. Myers, FL | Minneapolis/St.Paul, MN | 1,417 | 378 | 185 | NW | 59.18 | 206 | FL | 11.33 | 151 |
| Austin, TX | San Jose/Palo Alto, CA | 1,471 | 531 | 176 | AA | 82.65 | 176 | WN | 10.24 | 169 |
| Ft. Lauderdale, FL | Minneapolis/St.Paul, MN | 1,487 | 273 | 175 | NW | 27.78 | 232 | FL | 16.85 | 157 |
| Kansas City, MO | Oakland/Berkeley, CA | 1,489 | 234 | 156 | WN | 73.95 | 154 | WN | 73.95 | 154 |
| Oakland/Berkeley, CA | San Antonio, TX | 1,475 | 176 | 151 | WN | 54.16 | 154 | WN | 54.16 | 154 |
| Chicago, IL | Tucson, AZ | 1,440 | 378 | 151 | AA | 78.38 | 152 | CO | 1.99 | 97 |
| Milwaukee, WI | Phoenix, AZ | 1,460 | 485 | 150 | YX | 39.34 | 180 | NW | 16.84 | 109 |
| Chicago, IL | Phoenix, AZ | 1,444 | 2,611 | 144 | UA | 23.11 | 160 | TZ | 17.23 | 129 |
| Kansas City, MO | Seattle, WA | 1,490 | 373 | 144 | WN | 29.07 | 137 | WN | 29.07 | 137 |
| Kansas City, MO | Sacramento, CA | 1,442 | 202 | 143 | WN | 52.42 | 137 | WN | 52.42 | 137 |
| Kansas City, MO | San Jose/Palo Alto, CA | 1,486 | 194 | 138 | WN | 43.37 | 132 | WN | 43.37 | 132 |
| Nashville, TN | Phoenix, AZ | 1,448 | 361 | 135 | WN | 71.99 | 135 | NW | 3.31 | 107 |
| Baltimore, MD | San Antonio, TX | 1,407 | 515 | 132 | WN | 39.00 | 132 | CO | 16.41 | 128 |
| Indianapolis, IN | Phoenix, AZ | 1,489 | 517 | 127 | HP | 44.40 | 129 | WN | 27.47 | 122 |
| Kansas City, MO | Portland, OR | 1,493 | 243 | 123 | WN | 38.55 | 108 | WN | 38.55 | 108 |
| Birmingham, AL | Phoenix, AZ | 1,455 | 182 | 120 | WN | 53.64 | 119 | WN | 53.64 | 119 |
| Albuquerque, NM | Tampa/St. Petersburg/Lakeland, FL | 1,497 | 192 | 102 | WN | 52.84 | 102 | DL | 19.92 | 93 |
| Distance Block - 1501-1600 miles | | | | | | | | | | |
| New York, NY | San Antonio, TX | 1,587 | 396 | 279 | CO | 38.51 | 334 | AA | 27.74 | 251 |
| Austin, TX | New York, NY | 1,519 | 506 | 278 | CO | 33.25 | 332 | NW | 11.01 | 104 |

*Carrier Code Identifier and Footnotes at End of Report

Page 16 of 21

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Minneapolis/St.Paul, MN | Santa Ana, CA | 1,522 | 231 | 252 | NW | 67.28 | 262 | HP | 13.23 | 164 |
| Boston, MA | Dallas/Ft. Worth, TX | 1,562 | 964 | 250 | AA | 63.17 | 281 | DL | 23.41 | 194 |
| St. Louis, MO | Santa Ana, CA | 1,570 | 183 | 247 | TW | 56.76 | 271 | AA | 23.67 | 224 |
| Denver, CO | Philadelphia, PA | 1,557 | 589 | 245 | US | 42.18 | 221 | US | 42.18 | 221 |
| Atlanta, GA | Phoenix, AZ | 1,587 | 605 | 238 | DL | 57.37 | 267 | HP | 16.92 | 210 |
| Minneapolis/St.Paul, MN | Sacramento, CA | 1,518 | 172 | 229 | NW | 58.51 | 254 | HP | 18.85 | 149 |
| Atlanta, GA | Salt Lake City, UT | 1,590 | 445 | 225 | DL | 57.51 | 290 | NW | 10.90 | 125 |
| Miami, FL | Minneapolis/St.Paul, MN | 1,501 | 297 | 222 | NW | 49.69 | 268 | SY | 3.59 | 112 |
| Los Angeles, CA | St. Louis, MO | 1,593 | 641 | 211 | TW | 46.41 | 240 | WN | 16.30 | 151 |
| Minneapolis/St.Paul, MN | San Francisco, CA | 1,589 | 1,061 | 197 | NW | 70.90 | 206 | SY | 10.92 | 121 |
| Hartford, CT/Springfield, MA | Houston, TX | 1,519 | 237 | 193 | CO | 26.48 | 192 | WN | 23.87 | 180 |
| Denver, CO | Orlando/Kissimmee, FL | 1,546 | 842 | 192 | UA | 31.20 | 250 | DL | 19.42 | 140 |
| Los Angeles, CA | Minneapolis/St.Paul, MN | 1,536 | 1,005 | 184 | NW | 71.02 | 193 | SY | 9.55 | 115 |
| Houston, TX | Providence, RI | 1,571 | 188 | 179 | WN | 45.41 | 173 | US | 11.25 | 121 |
| Denver, CO | Tampa/St. Petersburg/Lakeland, FL | 1,506 | 510 | 176 | DL | 40.38 | 117 | DL | 40.38 | 117 |
| St. Louis, MO | San Diego, CA | 1,558 | 376 | 173 | TW | 42.97 | 189 | WN | 24.75 | 151 |
| Minneapolis/St.Paul, MN | San Diego, CA | 1,532 | 609 | 162 | NW | 55.45 | 188 | SY | 18.65 | 87 |
| Houston, TX | Reno, NV | 1,553 | 179 | 147 | CO | 46.97 | 143 | CO | 46.97 | 143 |
| Las Vegas, NV | New Orleans, LA | 1,501 | 310 | 138 | WN | 54.72 | 132 | WN | 54.72 | 132 |
| Louisville, KY | Phoenix, AZ | 1,506 | 197 | 136 | WN | 55.49 | 128 | WN | 55.49 | 128 |
| New Orleans, LA | San Diego, CA | 1,599 | 327 | 129 | WN | 50.40 | 123 | WN | 50.40 | 123 |
| Las Vegas, NV | Milwaukee, WI | 1,524 | 690 | 123 | SY | 38.41 | 99 | DL | 13.87 | 93 |
| Chicago, IL | Las Vegas, NV | 1,521 | 3,448 | 119 | N7 | 27.71 | 102 | N7 | 27.71 | 102 |
| Indianapolis, IN | Las Vegas, NV | 1,591 | 749 | 115 | TZ | 49.65 | 114 | WN | 18.94 | 108 |
| Albuquerque, NM | Orlando/Kissimmee, FL | 1,552 | 267 | 105 | WN | 65.58 | 99 | WN | 65.58 | 99 |
| Las Vegas, NV | Nashville, TN | 1,588 | 502 | 104 | WN | 67.34 | 103 | WN | 67.34 | 103 |
| Distance Block - 1601-1700 miles | | | | | | | | | | |
| Houston, TX | San Francisco, CA | 1,657 | 565 | 282 | CO | 62.38 | 315 | UA | 12.16 | 263 |
| Los Angeles, CA | Memphis, TN | 1,619 | 179 | 279 | NW | 60.61 | 325 | CO | 11.49 | 146 |
| Boston, MA | Houston, TX | 1,609 | 577 | 266 | CO | 69.42 | 289 | DL | 12.87 | 211 |
| Dallas/Ft. Worth, TX | Seattle, WA | 1,670 | 655 | 264 | AA | 42.44 | 309 | DL | 21.40 | 229 |
| Albuquerque, NM | Washington, DC | 1,650 | 237 | 238 | DL | 29.43 | 246 | CO | 10.10 | 187 |
| Denver, CO | Hartford, CT/Springfield, MA | 1,672 | 206 | 229 | UA | 37.55 | 269 | AA | 18.46 | 206 |
| Denver, CO | New York, NY | 1,626 | 2,043 | 226 | UA | 49.23 | 266 | CO | 17.69 | 211 |
| Dallas/Ft. Worth, TX | Portland, OR | 1,626 | 353 | 226 | AA | 41.54 | 253 | DL | 28.60 | 208 |
| Houston, TX | San Jose/Palo Alto, CA | 1,629 | 337 | 213 | CO | 46.97 | 252 | AA | 12.84 | 164 |
| Houston, TX | Oakland/Berkeley, CA | 1,649 | 403 | 213 | CO | 47.17 | 237 | WN | 27.60 | 179 |
| Cincinnati, OH | Las Vegas, NV | 1,678 | 201 | 194 | DL | 77.14 | 212 | NW | 5.41 | 117 |
| Sacramento, CA | St. Louis, MO | 1,680 | 172 | 188 | TW | 38.49 | 213 | WN | 22.90 | 159 |
| Chicago, IL | Reno, NV | 1,681 | 206 | 175 | AA | 53.73 | 186 | HP | 11.37 | 120 |
| Houston, TX | Sacramento, CA | 1,632 | 245 | 173 | CO | 37.49 | 168 | WN | 29.24 | 160 |
| Los Angeles, CA | New Orleans, LA | 1,671 | 651 | 159 | UA | 37.89 | 172 | WN | 29.87 | 144 |
| Detroit, MI | Phoenix, AZ | 1,671 | 1,003 | 153 | NW | 48.06 | 170 | HP | 23.11 | 140 |
| Columbus, OH | Phoenix, AZ | 1,671 | 533 | 122 | HP | 51.94 | 129 | WN | 21.25 | 113 |
| Albuquerque, NM | Baltimore, MD | 1,670 | 432 | 118 | WN | 37.12 | 121 | DL | 22.40 | 118 |
| Las Vegas, NV | Louisville, KY | 1,624 | 362 | 110 | WN | 45.87 | 107 | WN | 45.87 | 107 |
| Birmingham, AL | Las Vegas, NV | 1,618 | 288 | 101 | WN | 55.36 | 97 | WN | 55.36 | 97 |
| Distance Block - 1701-1800 miles | | | | | | | | | | |
| St. Louis, MO | San Francisco, CA | 1,736 | 327 | 262 | TW | 61.73 | 269 | TW | 61.73 | 269 |
| Chicago, IL | Santa Ana, CA | 1,731 | 692 | 246 | UA | 45.99 | 264 | AA | 41.89 | 232 |
| Chicago, IL | Portland, OR | 1,751 | 544 | 240 | UA | 56.09 | 269 | WN | 10.08 | 168 |

*Carrier Code Identifier and Footnotes at End of Report

Page 17 of 21

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Boston, MA | Denver, CO | 1,754 | 782 | 240 | UA | 60.91 | 275 | AA | 10.27 | 136 |
| Denver, CO | Miami, FL | 1,709 | 365 | 238 | UA | 37.35 | 288 | AA | 30.24 | 216 |
| Chicago, IL | Sacramento, CA | 1,790 | 345 | 234 | UA | 53.03 | 276 | WN | 23.96 | 159 |
| St. Louis, MO | Seattle, WA | 1,710 | 372 | 233 | TW | 60.09 | 239 | AA | 16.62 | 224 |
| Chicago, IL | Seattle, WA | 1,733 | 1,150 | 214 | UA | 52.42 | 243 | TZ | 16.43 | 142 |
| Chicago, IL | San Diego, CA | 1,728 | 1,005 | 208 | UA | 36.47 | 235 | WN | 13.65 | 154 |
| Atlanta, GA | Las Vegas, NV | 1,747 | 648 | 204 | DL | 59.26 | 241 | HP | 15.29 | 147 |
| Chicago, IL | Ontario, CA | 1,706 | 222 | 199 | WN | 33.99 | 160 | WN | 33.99 | 160 |
| Chicago, IL | Los Angeles, CA | 1,751 | 3,326 | 190 | UA | 38.66 | 210 | TZ | 17.24 | 148 |
| St. Louis, MO | San Jose/Palo Alto, CA | 1,716 | 181 | 185 | TW | 46.28 | 190 | WN | 12.48 | 178 |
| Denver, CO | Ft. Lauderdale, FL | 1,703 | 347 | 179 | DL | 45.61 | 165 | AA | 12.39 | 159 |
| Los Angeles, CA | Milwaukee, WI | 1,756 | 367 | 178 | YX | 44.59 | 194 | YX | 44.59 | 194 |
| Portland, OR | St. Louis, MO | 1,708 | 207 | 177 | TW | 41.68 | 188 | WN | 10.63 | 148 |
| Los Angeles, CA | Nashville, TN | 1,797 | 431 | 170 | WN | 42.61 | 154 | WN | 42.61 | 154 |
| Austin, TX | Seattle, WA | 1,764 | 237 | 159 | AA | 23.45 | 161 | HP | 12.96 | 132 |
| San Antonio, TX | Seattle, WA | 1,774 | 223 | 157 | DL | 28.33 | 159 | WN | 11.39 | 143 |
| Indianapolis, IN | San Diego, CA | 1,782 | 240 | 156 | AA | 20.36 | 154 | TW | 12.43 | 138 |
| Cleveland, OH | Phoenix, AZ | 1,737 | 472 | 148 | CO | 44.50 | 164 | HP | 21.88 | 121 |
| Phoenix, AZ | Tampa/St. Petersburg/Lakeland, FL | 1,788 | 352 | 147 | WN | 31.90 | 134 | WN | 31.90 | 134 |
| Detroit, MI | Las Vegas, NV | 1,750 | 1,508 | 137 | NW | 57.90 | 151 | SY | 12.97 | 99 |
| Nashville, TN | San Diego, CA | 1,751 | 228 | 123 | WN | 59.09 | 116 | WN | 59.09 | 116 |
| Nashville, TN | Ontario, CA | 1,751 | 175 | 114 | WN | 64.52 | 112 | WN | 64.52 | 112 |
| Columbus, OH | Las Vegas, NV | 1,772 | 787 | 105 | HP | 54.06 | 108 | WN | 19.49 | 100 |
| Distance Block - 1801-1900 miles | | | | | | | | | | |
| Cincinnati, OH | Los Angeles, CA | 1,900 | 281 | 283 | DL | 68.77 | 332 | YX | 1.08 | 88 |
| Chicago, IL | Oakland/Berkeley, CA | 1,844 | 249 | 275 | UA | 52.73 | 353 | WN | 28.66 | 173 |
| Salt Lake City, UT | Washington, DC | 1,851 | 291 | 268 | DL | 66.70 | 291 | AA | 10.48 | 157 |
| Atlanta, GA | San Diego, CA | 1,892 | 435 | 254 | DL | 60.30 | 293 | US | 2.80 | 127 |
| Atlanta, GA | Ontario, CA | 1,900 | 199 | 248 | DL | 46.87 | 303 | HP | 22.72 | 240 |
| Chicago, IL | San Jose/Palo Alto, CA | 1,837 | 560 | 233 | UA | 42.77 | 244 | AA | 42.28 | 232 |
| Phoenix, AZ | Pittsburgh, PA | 1,813 | 212 | 231 | US | 63.64 | 262 | CO | 5.44 | 146 |
| Albuquerque, NM | New York, NY | 1,826 | 273 | 227 | AA | 24.97 | 227 | AA | 24.97 | 227 |
| Chicago, IL | San Francisco, CA | 1,854 | 2,362 | 221 | UA | 54.55 | 249 | TZ | 14.64 | 154 |
| Houston, TX | Seattle, WA | 1,900 | 490 | 207 | CO | 51.35 | 228 | WN | 15.25 | 157 |
| Houston, TX | Portland, OR | 1,850 | 274 | 207 | CO | 49.76 | 227 | WN | 11.68 | 172 |
| Milwaukee, WI | San Francisco, CA | 1,845 | 282 | 194 | YX | 38.26 | 194 | YX | 38.26 | 194 |
| Baltimore, MD | Salt Lake City, UT | 1,864 | 399 | 155 | WN | 36.11 | 143 | WN | 36.11 | 143 |
| Indianapolis, IN | Seattle, WA | 1,866 | 216 | 149 | UA | 27.57 | 153 | TW | 14.34 | 120 |
| Orlando/Kissimmee, FL | Phoenix, AZ | 1,848 | 467 | 149 | HP | 31.27 | 140 | WN | 30.50 | 134 |
| Phoenix, AZ | Raleigh/Durham, NC | 1,891 | 341 | 138 | WN | 41.77 | 129 | WN | 41.77 | 129 |
| Los Angeles, CA | Louisville, KY | 1,842 | 227 | 137 | DL | 30.49 | 135 | WN | 20.39 | 127 |
| Cleveland, OH | Las Vegas, NV | 1,825 | 870 | 134 | CO | 67.13 | 140 | WN | 12.35 | 121 |
| Indianapolis, IN | Los Angeles, CA | 1,814 | 549 | 134 | WN | 25.23 | 129 | NW | 16.26 | 124 |
| Distance Block - 1901-2000 miles | | | | | | | | | | |
| Phoenix, AZ | Washington, DC | 1,979 | 278 | 307 | UA | 39.34 | 371 | DL | 10.87 | 258 |
| Atlanta, GA | Santa Ana, CA | 1,919 | 316 | 303 | DL | 58.77 | 355 | HP | 10.71 | 248 |
| Atlanta, GA | Los Angeles, CA | 1,947 | 1,263 | 246 | DL | 52.75 | 309 | HP | 13.62 | 138 |
| Detroit, MI | Santa Ana, CA | 1,960 | 195 | 243 | NW | 47.93 | 274 | HP | 11.34 | 179 |
| Detroit, MI | Seattle, WA | 1,927 | 373 | 231 | NW | 57.73 | 276 | AA | 8.40 | 128 |
| New Orleans, LA | San Francisco, CA | 1,911 | 240 | 219 | UA | 54.98 | 227 | CO | 15.08 | 212 |
| Detroit, MI | Portland, OR | 1,953 | 213 | 214 | NW | 50.33 | 256 | HP | 11.51 | 133 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|---|-------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Charlotte, NC | Las Vegas, NV | 1,917 | 184 | 208 | US | 49.70 | 225 | AA | 14.29 | 174 |
| New York, NY | Salt Lake City, UT | 1,989 | 733 | 206 | DL | 55.48 | 233 | B6 | 24.79 | 136 |
| Las Vegas, NV | Pittsburgh, PA | 1,910 | 279 | 205 | US | 53.57 | 232 | CO | 7.49 | 129 |
| Indianapolis, IN | San Francisco, CA | 1,944 | 204 | 190 | UA | 32.44 | 215 | AA | 15.47 | 161 |
| Detroit, MI | San Diego, CA | 1,957 | 414 | 189 | NW | 38.48 | 256 | HP | 17.66 | 129 |
| Detroit, MI | Los Angeles, CA | 1,979 | 1,191 | 182 | NW | 57.73 | 201 | NK | 14.70 | 152 |
| Orlando/Kissimmee, FL | Salt Lake City, UT | 1,930 | 328 | 176 | DL | 52.87 | 209 | UA | 12.84 | 102 |
| Ft. Lauderdale, FL | Phoenix, AZ | 1,972 | 326 | 163 | HP | 35.89 | 145 | HP | 35.89 | 145 |
| Baltimore, MD | Tucson, AZ | 1,976 | 207 | 157 | AA | 31.55 | 162 | DL | 14.38 | 137 |
| New Orleans, LA | Oakland/Berkeley, CA | 1,903 | 250 | 150 | WN | 53.67 | 145 | CO | 14.68 | 138 |
| Baltimore, MD | Phoenix, AZ | 1,998 | 1,030 | 148 | HP | 36.66 | 147 | HP | 36.66 | 147 |
| Columbus, OH | Los Angeles, CA | 1,996 | 444 | 144 | HP | 32.30 | 131 | NW | 20.12 | 120 |
| Columbus, OH | San Diego, CA | 1,965 | 229 | 143 | HP | 19.78 | 129 | NW | 14.47 | 124 |
| Las Vegas, NV | Tampa/St. | 1,984 | 646 | 128 | WN | 32.16 | 114 | WN | 32.16 | 114 |
| | Petersburg/Lakeland, FL | | | | | | | | | |
| Nashville, TN | Seattle, WA | 1,978 | 264 | 127 | WN | 38.43 | 115 | WN | 38.43 | 115 |
| Buffalo, NY | Phoenix, AZ | 1,912 | 283 | 116 | WN | 46.05 | 117 | NW | 13.85 | 101 |
| Buffalo, NY | Las Vegas, NV | 1,987 | 488 | 109 | WN | 44.98 | 108 | CO | 11.84 | 92 |
| Distance Block - 2001-2200 miles | | | | | | | | | | |
| Cincinnati, OH | San Francisco, CA | 2,036 | 205 | 298 | DL | 73.57 | 325 | CO | 1.27 | 103 |
| Atlanta, GA | San Jose/Palo Alto, CA | 2,116 | 229 | 293 | DL | 57.08 | 335 | AA | 12.70 | 232 |
| Atlanta, GA | San Francisco, CA | 2,139 | 822 | 283 | DL | 58.47 | 318 | UA | 11.52 | 304 |
| Charlotte, NC | Los Angeles, CA | 2,125 | 257 | 273 | US | 56.44 | 332 | UA | 10.27 | 166 |
| Las Vegas, NV | Washington, DC | 2,089 | 268 | 270 | UA | 44.03 | 326 | HP | 10.07 | 164 |
| Cleveland, OH | San Francisco, CA | 2,162 | 277 | 268 | CO | 56.26 | 291 | CO | 56.26 | 291 |
| New York, NY | Phoenix, AZ | 2,153 | 1,402 | 265 | HP | 27.47 | 302 | DL | 12.03 | 275 |
| Atlanta, GA | Seattle, WA | 2,182 | 548 | 264 | DL | 57.61 | 298 | TW | 3.45 | 130 |
| Boston, MA | Salt Lake City, UT | 2,105 | 212 | 263 | DL | 64.74 | 300 | TW | 3.68 | 117 |
| Los Angeles, CA | Pittsburgh, PA | 2,136 | 317 | 253 | US | 50.86 | 297 | UA | 13.70 | 181 |
| Atlanta, GA | Oakland/Berkeley, CA | 2,130 | 188 | 252 | DL | 61.55 | 268 | DL | 61.55 | 268 |
| New York, NY | Tucson, AZ | 2,137 | 224 | 251 | AA | 41.12 | 261 | HP | 18.20 | 228 |
| Atlanta, GA | Portland, OR | 2,172 | 312 | 250 | DL | 60.92 | 285 | UA | 10.24 | 225 |
| Atlanta, GA | Sacramento, CA | 2,092 | 221 | 240 | DL | 50.84 | 284 | HP | 17.37 | 185 |
| Detroit, MI | San Francisco, CA | 2,079 | 570 | 236 | NW | 58.10 | 273 | TW | 3.34 | 119 |
| Philadelphia, PA | Phoenix, AZ | 2,075 | 589 | 229 | US | 46.99 | 245 | HP | 28.43 | 212 |
| Detroit, MI | San Jose/Palo Alto, CA | 2,063 | 204 | 223 | NW | 42.07 | 281 | HP | 11.08 | 147 |
| Cleveland, OH | Seattle, WA | 2,021 | 175 | 220 | NW | 32.46 | 176 | NW | 32.46 | 176 |
| Cleveland, OH | Los Angeles, CA | 2,053 | 557 | 187 | CO | 60.04 | 187 | NW | 8.35 | 133 |
| Los Angeles, CA | Tampa/St. | 2,158 | 607 | 179 | DL | 59.16 | 181 | WN | 9.71 | 146 |
| San Diego, CA | Petersburg/Lakeland, FL | 2,087 | 218 | 168 | DL | 25.06 | 183 | CO | 17.77 | 151 |
| | Petersburg/Lakeland, FL | | | | | | | | | |
| Columbus, OH | Seattle, WA | 2,017 | 197 | 165 | NW | 31.52 | 135 | NW | 31.52 | 135 |
| Cleveland, OH | San Diego, CA | 2,027 | 204 | 164 | CO | 29.71 | 176 | NW | 16.21 | 127 |
| New Orleans, LA | Seattle, WA | 2,086 | 267 | 160 | CO | 22.62 | 159 | NW | 12.65 | 153 |
| Jacksonville, FL | Los Angeles, CA | 2,153 | 229 | 158 | DL | 46.89 | 175 | AA | 11.78 | 148 |
| Las Vegas, NV | Miami, FL | 2,175 | 533 | 153 | N7 | 49.68 | 153 | HP | 27.62 | 134 |
| Las Vegas, NV | Norfolk, VA | 2,155 | 205 | 150 | WN | 55.64 | 123 | WN | 55.64 | 123 |
| Las Vegas, NV | Philadelphia, PA | 2,177 | 992 | 147 | HP | 33.15 | 136 | HP | 33.15 | 136 |
| Ontario, CA | Orlando/Kissimmee, FL | 2,171 | 179 | 147 | DL | 28.28 | 163 | UA | 11.47 | 131 |
| Islip/Long Island, NY | Phoenix, AZ | 2,189 | 186 | 144 | WN | 79.74 | 145 | US | 6.89 | 109 |
| Ft. Lauderdale, FL | Las Vegas, NV | 2,173 | 423 | 142 | HP | 47.20 | 124 | HP | 47.20 | 124 |
| Albany, NY | Phoenix, AZ | 2,158 | 176 | 138 | US | 37.60 | 127 | US | 37.60 | 127 |

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|--|-----------------------------------|------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Baltimore, MD | Las Vegas, NV | 2,106 | 1,187 | 137 | HP | 44.72 | 132 | HP | 44.72 | 132 |
| Las Vegas, NV | Orlando/Kissimmee, FL | 2,039 | 587 | 137 | DL | 33.56 | 142 | HP | 32.67 | 124 |
| Las Vegas, NV | Raleigh/Durham, NC | 2,027 | 376 | 136 | WN | 21.99 | 134 | CO | 13.15 | 125 |
| Raleigh/Durham, NC | San Diego, CA | 2,194 | 290 | 136 | WN | 25.62 | 126 | WN | 25.62 | 126 |
| Orlando/Kissimmee, FL | San Diego, CA | 2,148 | 407 | 129 | DL | 28.67 | 131 | WN | 17.34 | 116 |
| Distance Block - 2201-2400 miles | | | | | | | | | | |
| San Diego, CA | Washington, DC | 2,276 | 454 | 360 | UA | 54.29 | 437 | US | 14.14 | 208 |
| Los Angeles, CA | Washington, DC | 2,311 | 1,221 | 351 | UA | 50.23 | 414 | AA | 25.31 | 338 |
| Portland, OR | Washington, DC | 2,350 | 191 | 336 | UA | 58.57 | 390 | DL | 11.27 | 270 |
| Charlotte, NC | San Francisco, CA | 2,296 | 239 | 320 | US | 63.27 | 363 | UA | 12.29 | 275 |
| Seattle, WA | Washington, DC | 2,328 | 558 | 308 | UA | 49.97 | 395 | AS | 22.03 | 209 |
| Los Angeles, CA | Miami, FL | 2,342 | 652 | 290 | AA | 48.32 | 356 | N7 | 12.44 | 180 |
| Pittsburgh, PA | San Francisco, CA | 2,253 | 286 | 273 | US | 56.81 | 318 | UA | 17.80 | 200 |
| Philadelphia, PA | San Diego, CA | 2,370 | 394 | 268 | US | 49.54 | 299 | HP | 16.72 | 189 |
| Philadelphia, PA | Seattle, WA | 2,378 | 356 | 257 | US | 57.49 | 255 | US | 57.49 | 255 |
| San Francisco, CA | Tampa/St. Petersburg/Lakeland, FL | 2,392 | 179 | 248 | DL | 28.15 | 265 | CO | 13.56 | 215 |
| Boston, MA | Phoenix, AZ | 2,300 | 399 | 208 | HP | 27.49 | 266 | NW | 23.53 | 110 |
| Raleigh/Durham, NC | San Jose/Palo Alto, CA | 2,380 | 237 | 202 | AA | 44.14 | 212 | WN | 18.13 | 170 |
| Los Angeles, CA | Orlando/Kissimmee, FL | 2,217 | 897 | 202 | DL | 38.80 | 221 | WN | 10.20 | 139 |
| Baltimore, MD | Los Angeles, CA | 2,329 | 1,145 | 192 | UA | 31.65 | 231 | US | 17.87 | 169 |
| Los Angeles, CA | Norfolk, VA | 2,371 | 191 | 191 | US | 24.57 | 176 | US | 24.57 | 176 |
| Los Angeles, CA | West Palm Beach, FL | 2,330 | 196 | 189 | DL | 61.96 | 188 | CO | 12.57 | 170 |
| Baltimore, MD | Santa Ana, CA | 2,307 | 219 | 183 | AA | 19.99 | 167 | AA | 19.99 | 167 |
| Norfolk, VA | San Diego, CA | 2,330 | 258 | 177 | DL | 37.07 | 184 | US | 25.53 | 154 |
| Ft. Lauderdale, FL | Los Angeles, CA | 2,342 | 708 | 174 | AA | 33.55 | 170 | AA | 33.55 | 170 |
| Ft. Lauderdale, FL | San Diego, CA | 2,268 | 249 | 174 | DL | 30.62 | 186 | CO | 17.74 | 170 |
| Baltimore, MD | Seattle, WA | 2,335 | 592 | 172 | US | 25.54 | 152 | US | 25.54 | 152 |
| Los Angeles, CA | Raleigh/Durham, NC | 2,239 | 412 | 170 | AA | 20.50 | 201 | NW | 12.43 | 144 |
| Raleigh/Durham, NC | Seattle, WA | 2,355 | 232 | 167 | US | 21.16 | 135 | US | 21.16 | 135 |
| Boston, MA | Las Vegas, NV | 2,381 | 690 | 165 | HP | 40.97 | 174 | NW | 14.06 | 109 |
| Las Vegas, NV | New York, NY | 2,249 | 3,113 | 159 | CO | 30.81 | 173 | HP | 29.42 | 143 |
| Baltimore, MD | Portland, OR | 2,358 | 353 | 158 | UA | 28.25 | 173 | NW | 19.32 | 131 |
| San Jose/Palo Alto, CA | Tampa/St. Petersburg/Lakeland, FL | 2,367 | 187 | 154 | AA | 25.70 | 152 | CO | 13.28 | 149 |
| Hartford, CT/Springfield, MA | Phoenix, AZ | 2,213 | 346 | 153 | HP | 21.35 | 129 | NW | 11.54 | 124 |
| Baltimore, MD | Ontario, CA | 2,283 | 260 | 151 | WN | 26.61 | 161 | AA | 11.05 | 141 |
| Phoenix, AZ | Providence, RI | 2,277 | 330 | 145 | WN | 64.90 | 142 | US | 13.86 | 130 |
| Baltimore, MD | Sacramento, CA | 2,395 | 369 | 142 | UA | 26.86 | 167 | NW | 10.08 | 108 |
| Baltimore, MD | San Diego, CA | 2,295 | 915 | 142 | WN | 20.70 | 143 | CO | 10.33 | 112 |
| Buffalo, NY | Los Angeles, CA | 2,218 | 219 | 142 | US | 24.02 | 131 | NW | 11.39 | 116 |
| Manchester, NH | Phoenix, AZ | 2,279 | 231 | 141 | US | 28.28 | 136 | CO | 17.15 | 127 |
| Las Vegas, NV | Manchester, NH | 2,357 | 204 | 137 | WN | 31.43 | 129 | CO | 24.92 | 126 |
| Las Vegas, NV | Providence, RI | 2,364 | 307 | 136 | WN | 34.44 | 123 | WN | 34.44 | 123 |
| Albany, NY | Las Vegas, NV | 2,237 | 259 | 133 | WN | 62.93 | 120 | WN | 62.93 | 120 |
| Hartford, CT/Springfield, MA | Las Vegas, NV | 2,298 | 366 | 130 | DL | 24.37 | 111 | DL | 24.37 | 111 |
| Distance Block - More than 2400 miles | | | | | | | | | | |
| San Francisco, CA | Washington, DC | 2,442 | 1,171 | 395 | UA | 60.49 | 517 | NW | 6.66 | 149 |
| San Jose/Palo Alto, CA | Washington, DC | 2,424 | 199 | 377 | UA | 56.60 | 429 | AA | 25.29 | 326 |
| Boston, MA | San Francisco, CA | 2,704 | 1,298 | 374 | UA | 49.76 | 444 | AA | 21.40 | 367 |
| New York, NY | San Francisco, CA | 2,586 | 3,698 | 354 | UA | 37.41 | 415 | CO | 17.25 | 326 |

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier | | |
|------------------------------|-----------------------------------|---------------|----------------------|-----------------|----------------------|-------------------------|---------------------|----------------------|-------------------------|
| | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Boston, MA | San Jose/Palo Alto, CA | 2,689 | 331 | 342 | AA | 66.80 | 338 | AA | 66.80 |
| New York, NY | Santa Ana, CA | 2,455 | 505 | 310 | CO | 46.18 | 330 | HP | 10.12 |
| Los Angeles, CA | New York, NY | 2,475 | 4,939 | 308 | AA | 32.39 | 359 | CO | 17.00 |
| Boston, MA | San Diego, CA | 2,588 | 339 | 299 | AA | 46.26 | 317 | AA | 46.26 |
| New York, NY | San Diego, CA | 2,446 | 967 | 296 | AA | 29.27 | 347 | HP | 11.07 |
| New York, NY | San Jose/Palo Alto, CA | 2,569 | 514 | 295 | AA | 47.16 | 297 | AA | 47.16 |
| Miami, FL | San Francisco, CA | 2,585 | 478 | 292 | AA | 44.54 | 316 | AA | 44.54 |
| Boston, MA | Seattle, WA | 2,496 | 352 | 289 | AA | 26.44 | 323 | TZ | 13.56 |
| Boston, MA | Los Angeles, CA | 2,611 | 1,183 | 287 | AA | 32.06 | 339 | DL | 19.36 |
| Philadelphia, PA | San Francisco, CA | 2,521 | 1,017 | 284 | US | 45.91 | 270 | US | 45.91 |
| Hartford, CT/Springfield, MA | San Francisco, CA | 2,625 | 176 | 278 | UA | 28.86 | 326 | US | 18.11 |
| New York, NY | Sacramento, CA | 2,521 | 251 | 263 | UA | 31.66 | 322 | HP | 20.72 |
| New York, NY | Portland, OR | 2,454 | 587 | 261 | CO | 29.92 | 234 | CO | 29.92 |
| New York, NY | Seattle, WA | 2,422 | 1,332 | 260 | CO | 30.77 | 303 | B6 | 16.64 |
| Baltimore, MD | San Francisco, CA | 2,457 | 526 | 249 | UA | 52.50 | 265 | US | 20.89 |
| Ft. Lauderdale, FL | San Francisco, CA | 2,583 | 174 | 247 | DL | 29.74 | 272 | US | 10.72 |
| Orlando/Kissimmee, FL | San Francisco, CA | 2,445 | 313 | 246 | UA | 43.94 | 286 | DL | 20.88 |
| Los Angeles, CA | Philadelphia, PA | 2,401 | 1,102 | 246 | US | 47.40 | 244 | US | 47.40 |
| New York, NY | Oakland/Berkeley, CA | 2,576 | 800 | 207 | B6 | 63.96 | 188 | B6 | 63.96 |
| Hartford, CT/Springfield, MA | Los Angeles, CA | 2,527 | 390 | 185 | AA | 26.99 | 193 | US | 15.74 |
| Hartford, CT/Springfield, MA | San Diego, CA | 2,502 | 217 | 177 | AA | 22.47 | 193 | DL | 16.65 |
| Providence, RI | Seattle, WA | 2,496 | 202 | 177 | UA | 24.33 | 198 | US | 20.93 |
| Los Angeles, CA | Manchester, NH | 2,587 | 229 | 176 | US | 31.65 | 147 | US | 31.65 |
| Oakland/Berkeley, CA | Orlando/Kissimmee, FL | 2,437 | 180 | 170 | WN | 23.12 | 154 | HP | 22.34 |
| Hartford, CT/Springfield, MA | Seattle, WA | 2,432 | 184 | 168 | UA | 24.76 | 196 | US | 19.09 |
| Providence, RI | San Diego, CA | 2,567 | 250 | 168 | US | 28.86 | 158 | DL | 11.17 |
| Long Beach, CA | New York, NY | 2,465 | 709 | 167 | B6 | 95.79 | 166 | HP | 2.70 |
| New York, NY | Ontario, CA | 2,430 | 535 | 166 | B6 | 52.31 | 157 | HP | 17.47 |
| Baltimore, MD | Oakland/Berkeley, CA | 2,446 | 375 | 164 | WN | 49.91 | 163 | HP | 10.16 |
| Baltimore, MD | San Jose/Palo Alto, CA | 2,438 | 382 | 162 | AA | 21.41 | 143 | NW | 17.40 |
| Seattle, WA | Tampa/St. Petersburg/Lakeland, FL | 2,520 | 278 | 157 | DL | 26.16 | 171 | CO | 13.90 |
| Orlando/Kissimmee, FL | Sacramento, CA | 2,407 | 205 | 156 | DL | 23.39 | 168 | HP | 11.64 |
| Ft. Lauderdale, FL | Seattle, WA | 2,717 | 377 | 156 | DL | 27.70 | 173 | CO | 16.23 |
| Orlando/Kissimmee, FL | San Jose/Palo Alto, CA | 2,420 | 322 | 153 | AA | 27.47 | 174 | UA | 16.20 |
| Albany, NY | Los Angeles, CA | 2,467 | 184 | 152 | US | 28.67 | 141 | CO | 10.50 |
| Manchester, NH | San Diego, CA | 2,565 | 202 | 151 | WN | 29.72 | 144 | NW | 11.65 |
| Providence, RI | San Jose/Palo Alto, CA | 2,676 | 188 | 147 | AA | 24.99 | 142 | NW | 21.68 |
| Los Angeles, CA | Providence, RI | 2,592 | 523 | 133 | WN | 21.59 | 131 | CO | 13.53 |
| Orlando/Kissimmee, FL | Seattle, WA | 2,553 | 625 | 129 | DL | 28.39 | 132 | NW | 16.95 |
| Orlando/Kissimmee, FL | Portland, OR | 2,534 | 345 | 129 | DL | 36.68 | 131 | WN | 12.76 |

Top 1,000 City-Pair Markets Summarized by City

Fourth Quarter 2001 vs. 2000
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

Table 2

| City | Number of Markets | 2001 | | | | 2000 | | | |
|---------------------------|-------------------|------------|-----------|-----------------------|--------------------|------------|-----------|-----------------------|--------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance |
| Harlingen, TX | 4 | 100,990 | 82 | 24.3 | 338 | 120,620 | 88 | 25.9 | 340 |
| Lubbock, TX | 3 | 122,270 | 81 | 22.5 | 359 | 145,170 | 85 | 24.3 | 352 |
| Little Rock, AR | 5 | 143,780 | 98 | 25.8 | 379 | 188,460 | 107 | 28.1 | 383 |
| Glendale/Burbank, CA | 9 | 846,610 | 82 | 21.5 | 384 | 1,010,000 | 87 | 23.1 | 379 |
| Rochester, NY | 5 | 153,770 | 121 | 27.8 | 434 | 226,200 | 129 | 30.9 | 417 |
| Boise, ID | 9 | 297,310 | 89 | 19.6 | 453 | 339,190 | 97 | 21.1 | 460 |
| Spokane, WA | 9 | 357,240 | 80 | 16.7 | 480 | 410,840 | 85 | 19.2 | 441 |
| Reno, NV | 16 | 579,750 | 88 | 16.5 | 532 | 717,660 | 92 | 17.7 | 516 |
| Greensboro/High Point, NC | 7 | 209,510 | 132 | 24.4 | 540 | 280,460 | 153 | 29.0 | 526 |
| Tulsa, OK | 7 | 240,980 | 106 | 18.6 | 570 | 285,890 | 115 | 21.4 | 537 |
| Richmond, VA | 5 | 125,190 | 221 | 38.5 | 574 | 176,350 | 227 | 42.0 | 542 |
| Dayton, OH | 6 | 143,690 | 134 | 23.2 | 577 | 185,510 | 161 | 28.3 | 568 |
| El Paso, TX | 10 | 330,730 | 105 | 17.8 | 591 | 386,890 | 117 | 19.9 | 589 |
| Myrtle Beach, SC | 5 | 106,830 | 92 | 14.3 | 641 | 144,450 | 96 | 15.4 | 623 |
| Oakland/Berkeley, CA | 25 | 2,040,360 | 103 | 14.8 | 695 | 2,184,190 | 113 | 18.1 | 624 |
| Oklahoma City, OK | 11 | 271,450 | 119 | 17.0 | 703 | 321,700 | 133 | 21.1 | 631 |
| Memphis, TN | 12 | 324,570 | 169 | 23.2 | 726 | 444,250 | 180 | 25.1 | 718 |
| Sacramento, CA | 22 | 1,366,690 | 106 | 14.7 | 726 | 1,466,980 | 119 | 17.2 | 696 |
| Jacksonville, FL | 18 | 528,540 | 116 | 15.6 | 740 | 688,200 | 127 | 18.1 | 705 |
| Ontario, CA | 21 | 1,030,210 | 103 | 13.5 | 768 | 1,149,700 | 115 | 16.2 | 705 |
| Birmingham, AL | 10 | 262,920 | 118 | 14.9 | 790 | 300,930 | 134 | 19.1 | 699 |
| Louisville, KY | 13 | 369,680 | 117 | 14.7 | 793 | 423,830 | 138 | 20.0 | 688 |
| Atlanta, GA | 68 | 4,553,240 | 149 | 18.5 | 803 | 5,643,100 | 181 | 22.8 | 791 |
| St. Louis, MO | 42 | 1,677,320 | 150 | 18.4 | 816 | 1,977,870 | 177 | 22.8 | 775 |
| Pittsburgh, PA | 25 | 915,980 | 157 | 19.3 | 816 | 1,037,850 | 210 | 25.6 | 820 |
| Charlotte, NC | 23 | 588,440 | 241 | 29.4 | 821 | 784,780 | 262 | 33.0 | 793 |
| Nashville, TN | 31 | 1,038,430 | 120 | 14.4 | 832 | 1,171,320 | 146 | 18.8 | 773 |
| Santa Ana, CA | 20 | 1,173,670 | 146 | 17.3 | 844 | 1,329,770 | 171 | 20.3 | 841 |
| Dallas/Ft. Worth, TX | 68 | 4,413,800 | 171 | 20.0 | 851 | 5,476,350 | 207 | 24.8 | 836 |
| Albuquerque, NM | 21 | 740,820 | 117 | 13.8 | 852 | 792,770 | 135 | 16.3 | 825 |
| Cincinnati, OH | 20 | 480,780 | 227 | 26.2 | 868 | 673,120 | 243 | 28.9 | 841 |
| Tucson, AZ | 13 | 387,610 | 117 | 13.3 | 879 | 452,810 | 133 | 15.5 | 856 |
| Salt Lake City, UT | 28 | 1,283,000 | 131 | 14.8 | 883 | 1,525,530 | 143 | 16.6 | 860 |
| Islip/Long Island, NY | 9 | 274,040 | 99 | 11.2 | 883 | 334,050 | 106 | 12.4 | 849 |
| Kansas City, MO | 41 | 1,637,310 | 123 | 13.8 | 887 | 1,854,000 | 145 | 17.1 | 848 |
| Buffalo, NY | 12 | 499,580 | 103 | 11.6 | 888 | 599,850 | 112 | 14.8 | 761 |
| San Antonio, TX | 25 | 840,520 | 130 | 14.5 | 892 | 950,590 | 154 | 18.3 | 845 |
| Houston, TX | 61 | 3,335,590 | 158 | 17.6 | 896 | 3,883,540 | 179 | 20.7 | 862 |
| Omaha, NE | 15 | 436,850 | 123 | 13.8 | 896 | 456,750 | 155 | 18.4 | 843 |
| San Jose/Palo Alto, CA | 31 | 1,836,080 | 127 | 14.1 | 897 | 2,381,320 | 170 | 19.2 | 888 |
| New Orleans, LA | 34 | 1,413,630 | 126 | 14.0 | 903 | 1,610,450 | 147 | 16.4 | 895 |
| Raleigh/Durham, NC | 34 | 1,182,900 | 131 | 14.4 | 913 | 1,455,620 | 157 | 18.8 | 837 |

Table 2

| City | Number of Markets | 2001 | | | | 2000 | | | |
|-----------------------------------|-------------------|------------|-----------|-----------------------|-------------------|------------|-----------|-----------------------|-------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psg Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psg Distance |
| Cleveland, OH | 28 | 1,103,060 | 155 | 16.9 | 918 | 1,375,460 | 176 | 20.5 | 856 |
| Chicago, IL | 73 | 7,088,820 | 151 | 16.4 | 918 | 8,442,270 | 183 | 20.4 | 896 |
| Austin, TX | 28 | 929,930 | 141 | 15.0 | 935 | 1,110,750 | 188 | 21.2 | 889 |
| Columbus, OH | 24 | 872,330 | 136 | 14.4 | 947 | 945,480 | 163 | 17.0 | 955 |
| Detroit, MI | 43 | 2,237,770 | 162 | 16.5 | 981 | 2,865,400 | 177 | 19.6 | 901 |
| Indianapolis, IN | 28 | 967,990 | 139 | 14.1 | 986 | 1,154,010 | 161 | 17.5 | 922 |
| Norfolk, VA | 12 | 279,000 | 135 | 13.3 | 1,015 | 238,370 | 183 | 19.1 | 956 |
| Tampa/St. Petersburg/Lakeland, FL | 50 | 2,536,460 | 124 | 12.2 | 1,017 | 2,824,020 | 143 | 14.5 | 989 |
| Milwaukee, WI | 18 | 597,040 | 162 | 15.8 | 1,025 | 760,430 | 178 | 17.7 | 1,009 |
| Washington, DC | 51 | 2,530,290 | 209 | 20.3 | 1,032 | 4,005,950 | 221 | 23.6 | 934 |
| Minneapolis/St.Paul, MN | 43 | 2,250,280 | 191 | 18.5 | 1,033 | 2,751,900 | 206 | 20.9 | 985 |
| Portland, OR | 32 | 1,644,820 | 132 | 12.8 | 1,034 | 1,914,920 | 152 | 15.3 | 994 |
| West Palm Beach, FL | 15 | 770,530 | 137 | 13.0 | 1,052 | 870,740 | 156 | 14.8 | 1,053 |
| Phoenix, AZ | 61 | 3,927,310 | 127 | 12.0 | 1,062 | 4,556,520 | 147 | 14.3 | 1,030 |
| Denver, CO | 49 | 2,810,480 | 202 | 19.0 | 1,062 | 3,469,760 | 220 | 21.4 | 1,030 |
| Baltimore, MD | 54 | 3,186,970 | 124 | 11.6 | 1,071 | 3,468,460 | 139 | 13.6 | 1,020 |
| Ft. Myers, FL | 17 | 668,350 | 139 | 12.7 | 1,088 | 751,210 | 149 | 13.8 | 1,081 |
| Philadelphia, PA | 37 | 2,144,400 | 184 | 16.7 | 1,099 | 2,593,170 | 214 | 19.7 | 1,086 |
| Orlando/Kissimmee, FL | 59 | 3,845,260 | 123 | 11.1 | 1,111 | 4,801,090 | 140 | 13.1 | 1,073 |
| Ft. Lauderdale, FL | 39 | 2,549,460 | 126 | 11.2 | 1,126 | 2,978,800 | 138 | 12.8 | 1,079 |
| Las Vegas, NV | 60 | 4,985,870 | 108 | 9.5 | 1,129 | 5,423,440 | 127 | 11.7 | 1,085 |
| Manchester, NH | 12 | 387,830 | 114 | 10.0 | 1,138 | 420,240 | 132 | 12.8 | 1,031 |
| San Diego, CA | 44 | 2,470,320 | 137 | 11.9 | 1,152 | 2,824,740 | 159 | 14.6 | 1,092 |
| Boston, MA | 45 | 2,675,380 | 189 | 16.2 | 1,162 | 3,960,360 | 220 | 20.2 | 1,088 |
| Providence, RI | 23 | 799,400 | 124 | 10.6 | 1,164 | 885,700 | 145 | 13.6 | 1,063 |
| Albany, NY | 9 | 239,400 | 120 | 10.2 | 1,177 | 272,070 | 135 | 12.0 | 1,130 |
| Hartford, CT/Springfield, MA | 29 | 969,800 | 147 | 12.4 | 1,190 | 1,194,420 | 172 | 15.4 | 1,120 |
| New York, NY | 73 | 8,720,590 | 183 | 15.4 | 1,192 | 11,403,550 | 221 | 19.7 | 1,121 |
| Miami, FL | 26 | 1,300,560 | 168 | 13.9 | 1,205 | 1,511,220 | 200 | 16.4 | 1,221 |
| Seattle, WA | 47 | 3,022,750 | 149 | 11.5 | 1,297 | 3,424,990 | 176 | 14.2 | 1,242 |
| Los Angeles, CA | 61 | 5,112,080 | 166 | 11.9 | 1,393 | 6,682,750 | 192 | 14.5 | 1,326 |
| San Francisco, CA | 47 | 2,824,090 | 218 | 14.0 | 1,555 | 4,285,120 | 253 | 17.0 | 1,482 |
| Long Beach, CA | 3 | 124,280 | 165 | 9.5 | 1,744 | 88,910 | 138 | 16.5 | 837 |

City-Pair Markets with the Largest Percentage Increase in Average Fare
Fourth Quarter 2001 vs. 2000

Table 3

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|------------------|-------------------------|-----------------------------|-------------|----------------------|-----------------------|-------------------|----------------|----------------------|-----------------------|
| | | 2001 | 2000 | Amount Change | Percent Change | 2001 | 2000 | Amount Change | Percent Change |
| Kansas City, MO | Minneapolis/St.Paul, MN | 238 | 101 | 137 | 135.8 | 34,250 | 74,150 | -39,900 | -53.8 |
| Detroit, MI | Minneapolis/St.Paul, MN | 256 | 174 | 81 | 46.6 | 53,300 | 92,240 | -38,940 | -42.2 |
| Detroit, MI | Indianapolis, IN | 214 | 151 | 63 | 42.1 | 20,090 | 45,540 | -25,450 | -55.9 |
| San Diego, CA | San Francisco, CA | 121 | 86 | 35 | 41.3 | 86,340 | 253,410 | -167,070 | -65.9 |
| | | | | TOTAL | | 193,980 | 465,340 | -271,360 | -58.3 |

City-Pair Markets with the Largest Percentage Decrease in Average Fare
Fourth Quarter 2001 vs. 2000

Table 4

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|--------------------------------------|--------------------------------------|----------------------|------|---------------|----------------|------------|---------|---------------|----------------|
| | | 2001 | 2000 | Amount Change | Percent Change | 2001 | 2000 | Amount Change | Percent Change |
| Baltimore, MD | Norfolk, VA | 72 | 212 | -140 | -66.1 | 18,860 | 7,430 | 11,430 | 153.8 |
| Philadelphia, PA | Pittsburgh, PA | 85 | 218 | -133 | -61.1 | 77,440 | 71,500 | 5,940 | 8.3 |
| Baltimore, MD | Columbus, OH | 72 | 183 | -111 | -60.6 | 47,950 | 4,850 | 43,100 | 888.7 |
| Tampa/St. Petersburg/Lakeland, FL | West Palm Beach, FL | 60 | 127 | -67 | -52.5 | 22,910 | 9,110 | 13,800 | 151.5 |
| Kansas City, MO | Tampa/St. Petersburg/Lakeland, FL | 83 | 154 | -71 | -45.8 | 48,630 | 27,690 | 20,940 | 75.6 |
| Phoenix, AZ | Santa Ana, CA | 84 | 152 | -68 | -44.8 | 83,400 | 40,490 | 42,910 | 106.0 |
| San Jose/Palo Alto, CA | Tampa/St. Petersburg/Lakeland, FL | 154 | 276 | -122 | -44.3 | 17,240 | 12,780 | 4,460 | 34.9 |
| Birmingham, AL | Las Vegas, NV | 101 | 173 | -73 | -41.8 | 26,500 | 14,210 | 12,290 | 86.5 |
| Atlanta, GA | Kansas City, MO | 99 | 169 | -69 | -41.2 | 77,440 | 74,030 | 3,410 | 4.6 |
| Las Vegas, NV | Nashville, TN | 104 | 175 | -71 | -40.6 | 46,210 | 30,920 | 15,290 | 49.5 |
| Austin, TX | Raleigh/Durham, NC | 112 | 189 | -77 | -40.6 | 23,430 | 21,180 | 2,250 | 10.6 |
| New York, NY | Syracuse, NY | 97 | 161 | -65 | -40.1 | 44,110 | 34,310 | 9,800 | 28.6 |
| Hartford, CT/Springfield, MA | Seattle, WA | 168 | 280 | -112 | -40.0 | 16,920 | 14,670 | 2,250 | 15.3 |
| Orlando/Kissimmee, FL | San Antonio, TX | 98 | 162 | -64 | -39.8 | 33,430 | 24,910 | 8,520 | 34.2 |
| Los Angeles, CA | West Palm Beach, FL | 189 | 314 | -124 | -39.6 | 18,060 | 14,930 | 3,130 | 21.0 |
| Las Vegas, NV | Norfolk, VA | 150 | 249 | -99 | -39.6 | 18,870 | 9,020 | 9,850 | 109.2 |
| Denver, CO | Houston, TX | 167 | 277 | -109 | -39.5 | 98,670 | 94,940 | 3,730 | 3.9 |
| Orlando/Kissimmee, FL | San Jose/Palo Alto, CA | 153 | 252 | -99 | -39.3 | 29,630 | 25,110 | 4,520 | 18.0 |
| Providence, RI | San Jose/Palo Alto, CA | 147 | 239 | -92 | -38.5 | 17,250 | 10,540 | 6,710 | 63.7 |
| Albuquerque, NM | Orlando/Kissimmee, FL | 105 | 170 | -65 | -38.2 | 24,580 | 18,050 | 6,530 | 36.2 |
| Austin, TX | Denver, CO | 165 | 266 | -101 | -37.9 | 40,610 | 38,000 | 2,610 | 6.9 |
| Miami, FL | Tallahassee, FL | 111 | 179 | -68 | -37.9 | 24,430 | 19,240 | 5,190 | 27.0 |
| Austin, TX | Kansas City, MO | 110 | 177 | -67 | -37.7 | 21,370 | 14,610 | 6,760 | 46.3 |
| New York, NY | Seattle, WA | 260 | 418 | -157 | -37.7 | 122,530 | 118,370 | 4,160 | 3.5 |
| Austin, TX | Chicago, IL | 154 | 246 | -92 | -37.5 | 55,320 | 59,450 | -4,130 | -6.9 |
| Albuquerque, NM | Tampa/St. Petersburg/Lakeland, FL | 102 | 164 | -61 | -37.4 | 17,620 | 12,470 | 5,150 | 41.3 |
| Austin, TX | Orlando/Kissimmee, FL | 108 | 171 | -63 | -36.7 | 30,870 | 26,240 | 4,630 | 17.6 |
| Birmingham, AL | Phoenix, AZ | 120 | 189 | -69 | -36.7 | 16,740 | 11,580 | 5,160 | 44.6 |
| Orlando/Kissimmee, FL | San Diego, CA | 129 | 203 | -74 | -36.6 | 37,430 | 29,990 | 7,440 | 24.8 |
| Austin, TX | San Jose/Palo Alto, CA | 176 | 278 | -101 | -36.4 | 48,820 | 62,980 | -14,160 | -22.5 |
| Los Angeles, CA | Louisville, KY | 137 | 216 | -79 | -36.4 | 20,890 | 15,610 | 5,280 | 33.8 |
| Kansas City, MO | Pittsburgh, PA | 121 | 190 | -69 | -36.4 | 17,540 | 16,980 | 560 | 3.3 |
| Omaha, NE | Orlando/Kissimmee, FL | 96 | 150 | -54 | -36.2 | 34,450 | 24,600 | 9,850 | 40.0 |
| Dallas/Ft. Worth, TX | San Jose/Palo Alto, CA | 284 | 444 | -160 | -36.1 | 47,690 | 69,050 | -21,360 | -30.9 |
| Ft. Lauderdale, FL | Kansas City, MO | 106 | 166 | -60 | -36.0 | 29,420 | 18,930 | 10,490 | 55.4 |
| Atlanta, GA | Pittsburgh, PA | 88 | 137 | -49 | -35.7 | 76,150 | 73,980 | 2,170 | 2.9 |
| New York, NY | San Jose/Palo Alto, CA | 295 | 458 | -163 | -35.7 | 47,310 | 74,390 | -27,080 | -36.4 |

Table 4

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|-----------------------|-----------------------------------|----------------------|------|---------------|----------------|------------------|------------------|----------------|----------------|
| | | 2001 | 2000 | Amount Change | Percent Change | 2001 | 2000 | Amount Change | Percent Change |
| San Antonio, TX | Tampa/St. Petersburg/Lakeland, FL | 106 | 165 | -59 | -35.7 | 18,760 | 16,530 | 2,230 | 13.5 |
| Chicago, IL | Pittsburgh, PA | 120 | 186 | -66 | -35.6 | 84,430 | 85,790 | -1,360 | -1.6 |
| Nashville, TN | Ontario, CA | 114 | 176 | -62 | -35.4 | 16,120 | 13,400 | 2,720 | 20.3 |
| Norfolk, VA | San Diego, CA | 177 | 273 | -96 | -35.2 | 23,740 | 17,930 | 5,810 | 32.4 |
| Baltimore, MD | Santa Ana, CA | 183 | 281 | -98 | -35.1 | 20,110 | 13,500 | 6,610 | 49.0 |
| Austin, TX | Tampa/St. Petersburg/Lakeland, FL | 115 | 177 | -62 | -35.0 | 20,030 | 17,310 | 2,720 | 15.7 |
| Raleigh/Durham, NC | San Antonio, TX | 116 | 178 | -62 | -34.9 | 17,790 | 14,460 | 3,330 | 23.0 |
| Boston, MA | San Jose/Palo Alto, CA | 342 | 524 | -182 | -34.8 | 30,450 | 55,350 | -24,900 | -45.0 |
| Orlando/Kissimmee, FL | Seattle, WA | 129 | 198 | -69 | -34.8 | 57,520 | 49,040 | 8,480 | 17.3 |
| Nashville, TN | San Diego, CA | 123 | 187 | -65 | -34.5 | 21,020 | 17,330 | 3,690 | 21.3 |
| Buffalo, NY | Las Vegas, NV | 109 | 166 | -57 | -34.5 | 44,860 | 29,450 | 15,410 | 52.3 |
| Long Beach, CA | New York, NY | 167 | 253 | -86 | -34.1 | 65,260 | 1,070 | 64,190 | 5,999.1 |
| Austin, TX | Las Vegas, NV | 99 | 150 | -51 | -34.1 | 58,590 | 44,550 | 14,040 | 31.5 |
| Tallahassee, FL | Tampa/St. Petersburg/Lakeland, FL | 78 | 118 | -40 | -33.9 | 24,230 | 20,970 | 3,260 | 15.5 |
| San Antonio, TX | San Diego, CA | 120 | 181 | -61 | -33.9 | 25,160 | 20,410 | 4,750 | 23.3 |
| Chicago, IL | San Jose/Palo Alto, CA | 233 | 352 | -119 | -33.9 | 51,560 | 71,240 | -19,680 | -27.6 |
| Jacksonville, FL | Norfolk, VA | 92 | 139 | -47 | -33.8 | 20,940 | 14,220 | 6,720 | 47.3 |
| Los Angeles, CA | Providence, RI | 133 | 201 | -68 | -33.7 | 48,120 | 36,620 | 11,500 | 31.4 |
| Raleigh/Durham, NC | San Diego, CA | 136 | 204 | -68 | -33.5 | 26,700 | 22,260 | 4,440 | 19.9 |
| Miami, FL | Tampa/St. Petersburg/Lakeland, FL | 79 | 119 | -40 | -33.5 | 35,150 | 31,130 | 4,020 | 12.9 |
| Baltimore, MD | San Jose/Palo Alto, CA | 162 | 240 | -78 | -32.6 | 35,120 | 31,240 | 3,880 | 12.4 |
| Las Vegas, NV | Santa Ana, CA | 64 | 94 | -31 | -32.5 | 88,720 | 79,790 | 8,930 | 11.2 |
| Austin, TX | Detroit, MI | 145 | 214 | -69 | -32.4 | 16,620 | 18,410 | -1,790 | -9.7 |
| Orlando/Kissimmee, FL | Portland, OR | 129 | 191 | -61 | -32.3 | 31,730 | 29,990 | 1,740 | 5.8 |
| Nashville, TN | Seattle, WA | 127 | 187 | -60 | -32.1 | 24,330 | 19,880 | 4,450 | 22.4 |
| St. Louis, MO | San Jose/Palo Alto, CA | 185 | 272 | -87 | -32.0 | 16,660 | 15,650 | 1,010 | 6.5 |
| Buffalo, NY | Los Angeles, CA | 142 | 208 | -66 | -31.8 | 20,190 | 17,380 | 2,810 | 16.2 |
| Chicago, IL | San Francisco, CA | 221 | 325 | -103 | -31.8 | 217,260 | 247,100 | -29,840 | -12.1 |
| Boston, MA | Dallas/Ft. Worth, TX | 250 | 364 | -115 | -31.5 | 88,710 | 112,310 | -23,600 | -21.0 |
| Indianapolis, IN | Jacksonville, FL | 86 | 126 | -39 | -31.1 | 18,710 | 15,600 | 3,110 | 19.9 |
| New York, NY | Portland, OR | 261 | 379 | -117 | -31.0 | 54,040 | 53,020 | 1,020 | 1.9 |
| Detroit, MI | San Francisco, CA | 236 | 342 | -106 | -30.9 | 52,410 | 59,400 | -6,990 | -11.8 |
| Phoenix, AZ | Raleigh/Durham, NC | 138 | 198 | -61 | -30.6 | 31,360 | 26,040 | 5,320 | 20.4 |
| New Orleans, LA | Oakland/Berkeley, CA | 150 | 215 | -65 | -30.3 | 23,030 | 11,970 | 11,060 | 92.4 |
| Chicago, IL | New York, NY | 172 | 245 | -74 | -30.0 | 580,110 | 673,140 | -93,030 | -13.8 |
| | | TOTAL | | | | 3,490,260 | 3,250,620 | 239,640 | 7.4 |

Table 5 (abridged):
Detailed Fare Information for Highest- and Lowest-Fare Markets Under 750 Miles

As discussed earlier in this report, airlines offer a wide variety of prices in any given market, and it is unlikely that the average fares listed in this report will match any particular fare being offered. A high average fare usually indicates that a broad range of fares is offered in the market. It is likely that low fare seats in these markets are offered in limited numbers, and are subject to various travel restrictions. Fares in markets with low average fares tend to be clustered closely around the average fare. Because only a small percentage of passengers in these markets pay high fares, it is much easier for consumers to find competitive prices. In markets with high average fares, consumers must make extra efforts to get low price service.

The attached table shows detailed fare and passenger data for all city-pairs with a stage length of less than 750 miles that have average fares above \$200. Fare and passenger information is provided for individual competitors in the market. Any airline that carries ten percent or more of the passengers in a market is considered a competitor for the purpose of this report. Following the high-fare markets, identical information is provided for city-pairs with a stage length of less than 750 miles that have an average fare of \$75 or less.

The markets covered in Table 5 were limited in this manner for the sake of brevity. The 750-mile stage length was chosen for demonstrative purposes, because a greater percentage of passengers are affected by fare disparities in short-haul markets with high average fares. The same data for all markets covered in this report can be found on the Internet at <http://ostpxweb.dot.gov/aviation/> under "What's Hot."

For each competitor in the market, the table shows the number of passengers carried, the competitor's market share, and the competitor's average fare. To demonstrate the various levels of fares within these markets, we show the least and most expensive \$25 fare interval available to at least five percent of passengers in the market, along with the percentage of the competitor's passengers that flew in those fare intervals. The fare listed is the top of the \$25 fare increment. The last column shows the percentage of each competitor's traffic that flew at fares greater than three times the least expensive significant fare interval.

For example, American Airlines flew 16,400 passengers between Chicago and White Plains, NY, or 47% of market passengers, at an average fare of \$314. American's *Minimum \$25 Fare Interval* between Chicago and White Plains, NY is \$100; the percent of passengers in that interval was eight percent. This means that eight percent of American's passengers in this market paid between \$76 and \$100 each way. The \$76 to \$100 fare interval was the lowest in which at least five percent of American's passengers flew. American's *Maximum \$25 Fare Interval* is listed as \$700; the percentage of passengers in that interval was five percent. This means that five percent of American's Chicago-White Plains passengers paid between \$676 and \$700 each way. The \$676 to \$700 fare interval was the highest in which at least five percent of American's passengers flew. Forty-five percent of American's passengers paid more

than \$300 each way (three times \$100, the top of the lowest significant fare interval for American in this market).

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

Fourth Quarter 2001

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Market Average | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|---|------------------------------|------------------------------|---------|----------------|-------|-------|----------------------------|--------|----------------------------|--------|------------------------------------|
| | | | | Psgrs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| Markets Under 750 Miles, City-Pairs with Average Fares Above \$200 | | | | | | | | | | | |
| \$318 | Chicago, IL | White Plains, NY | AA | 16,400 | 47% | \$314 | \$100 | 8% | \$700 | 5% | 45% |
| | | | UA | 16,920 | 48% | \$323 | \$100 | 8% | \$700 | 8% | 42% |
| \$278 | Chicago, IL | Cincinnati, OH | AA | 5,870 | 17% | \$274 | \$100 | 12% | \$425 | 6% | 45% |
| | | | DL | 19,680 | 56% | \$277 | \$50 | 6% | \$600 | 5% | 60% |
| | | | UA | 8,620 | 25% | \$280 | \$75 | 6% | \$600 | 7% | 53% |
| \$277 | Cleveland, OH | Philadelphia, PA | CO | 8,700 | 38% | \$282 | \$100 | 14% | \$575 | 6% | 43% |
| | | | US | 13,440 | 58% | \$272 | \$75 | 10% | \$525 | 10% | 49% |
| \$267 | Cleveland, OH | Minneapolis/St.Paul, MN | CO | 6,360 | 25% | \$282 | \$125 | 10% | \$550 | 11% | 29% |
| | | | NW | 14,870 | 59% | \$293 | \$125 | 11% | \$550 | 12% | 29% |
| \$266 | Charlotte, NC | Philadelphia, PA | US | 30,740 | 96% | \$267 | \$75 | 6% | \$525 | 8% | 48% |
| \$264 | Baltimore, MD | Charlotte, NC | US | 18,030 | 95% | \$263 | \$75 | 9% | \$475 | 10% | 54% |
| \$259 | Cincinnati, OH | Minneapolis/St.Paul, MN | DL | 10,630 | 48% | \$262 | \$75 | 7% | \$575 | 8% | 48% |
| | | | NW | 9,890 | 45% | \$270 | \$100 | 7% | \$575 | 6% | 40% |
| \$256 | Detroit, MI | Minneapolis/St.Paul, MN | NW | 44,280 | 83% | \$283 | \$100 | 10% | \$575 | 8% | 42% |
| \$253 | Boston, MA | Cleveland, OH | CO | 21,680 | 83% | \$267 | \$100 | 5% | \$575 | 12% | 34% |
| \$253 | Columbus, OH | Minneapolis/St.Paul, MN | NW | 15,350 | 76% | \$284 | \$125 | 12% | \$550 | 10% | 28% |
| \$253 | Chicago, IL | Richmond, VA | AA | 5,460 | 25% | \$263 | \$75 | 7% | \$600 | 5% | 44% |
| | | | UA | 12,100 | 56% | \$258 | \$125 | 14% | \$600 | 6% | 26% |
| \$251 | Cincinnati, OH | Philadelphia, PA | DL | 14,640 | 60% | \$248 | \$100 | 12% | \$550 | 10% | 32% |
| | | | US | 8,320 | 34% | \$262 | \$75 | 8% | \$550 | 10% | 46% |
| \$250 | Nashville, TN | Philadelphia, PA | US | 16,680 | 86% | \$255 | \$125 | 10% | \$550 | 9% | 27% |
| \$249 | Boston, MA | Detroit, MI | NW | 34,620 | 82% | \$270 | \$125 | 17% | \$600 | 8% | 27% |
| \$246 | Boston, MA | Charlotte, NC | US | 21,020 | 90% | \$253 | \$75 | 6% | \$575 | 7% | 37% |
| \$241 | Charlotte, NC | New York, NY | CO | 12,640 | 14% | \$271 | \$100 | 12% | \$500 | 12% | 45% |
| | | | US | 68,980 | 79% | \$240 | \$75 | 6% | \$500 | 11% | 37% |
| \$239 | Charlotte, NC | Washington, DC | US | 25,200 | 97% | \$240 | \$75 | 17% | \$475 | 5% | 49% |
| \$238 | Kansas City, MO | Minneapolis/St.Paul, MN | NW | 31,760 | 93% | \$245 | \$100 | 6% | \$375 | 10% | 40% |
| \$237 | Atlanta, GA | Louisville, KY | DL | 15,970 | 94% | \$243 | \$100 | 8% | \$475 | 12% | 36% |
| \$235 | Atlanta, GA | Charlotte, NC | DL | 16,100 | 68% | \$233 | \$50 | 5% | \$400 | 8% | 72% |
| | | | US | 7,400 | 31% | \$239 | \$100 | 10% | \$450 | 8% | 31% |
| \$235 | Cleveland, OH | New York, NY | AA | 8,760 | 11% | \$184 | \$75 | 13% | \$175 | 8% | 24% |
| | | | CO | 60,200 | 79% | \$254 | \$75 | 6% | \$550 | 11% | 40% |
| \$234 | Indianapolis, IN | Philadelphia, PA | US | 22,900 | 81% | \$247 | \$75 | 6% | \$525 | 9% | 42% |
| \$234 | Charlotte, NC | Hartford, CT/Springfield, MA | US | 15,480 | 88% | \$242 | \$75 | 9% | \$525 | 7% | 35% |
| \$232 | Hartford, CT/Springfield, MA | Pittsburgh, PA | US | 15,140 | 95% | \$235 | \$75 | 8% | \$525 | 6% | 40% |
| \$229 | Charlotte, NC | Chicago, IL | AA | 6,720 | 14% | \$221 | \$75 | 6% | \$150 | 23% | 38% |
| | | | UA | 11,560 | 24% | \$240 | \$100 | 8% | \$150 | 25% | 33% |
| | | | US | 26,090 | 54% | \$237 | \$75 | 11% | \$525 | 8% | 35% |
| \$229 | Indianapolis, IN | Minneapolis/St.Paul, MN | NW | 21,370 | 75% | \$257 | \$100 | 15% | \$575 | 9% | 37% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

Fourth Quarter 2001

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Market Average | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------|-------------------------|-----------------------------------|---------|----------------|-------|----------------------------|--------|----------------------------|--------|------------------------------------|
| | | | | Psgrs | Share | Fare | %Psgrs | Fare | %Psgrs | |
| \$229 | Charlotte, NC | Detroit, MI | TZ | 2,970 | 10% | \$151 | 10% | \$250 | 5% | 3% |
| | | | NW | 8,310 | 39% | \$252 | 10% | \$525 | 6% | 33% |
| | | | US | 11,450 | 54% | \$220 | 17% | \$525 | 5% | 35% |
| \$228 | Detroit, MI | Providence, RI | NW | 11,100 | 59% | \$277 | 12% | \$525 | 8% | 28% |
| | | | WN | 3,710 | 20% | \$145 | 11% | \$200 | 35% | 0% |
| \$227 | Atlanta, GA | Cincinnati, OH | DL | 25,540 | 92% | \$236 | 5% | \$250 | 7% | 42% |
| \$225 | Detroit, MI | Hartford, CT/Springfield, MA | NW | 12,730 | 68% | \$259 | 5% | \$500 | 10% | 32% |
| | | | WN | 2,140 | 11% | \$147 | 5% | \$200 | 37% | 0% |
| \$224 | Atlanta, GA | Nashville, TN | DL | 15,740 | 99% | \$225 | 6% | \$400 | 11% | 46% |
| \$223 | Chicago, IL | Harrisburg, PA | AA | 5,160 | 32% | \$228 | 6% | \$600 | 6% | 32% |
| | | | UA | 9,410 | 59% | \$219 | 8% | \$150 | 36% | 25% |
| \$221 | Detroit, MI | Philadelphia, PA | NW | 27,830 | 55% | \$241 | 23% | \$500 | 10% | 33% |
| | | | US | 19,860 | 39% | \$201 | 11% | \$500 | 5% | 35% |
| \$221 | Minneapolis/St.Paul, MN | St. Louis, MO | AA | 5,920 | 14% | \$203 | 6% | \$450 | 9% | 47% |
| | | | NW | 20,440 | 47% | \$237 | 9% | \$450 | 11% | 51% |
| | | | TW | 14,660 | 33% | \$222 | 8% | \$450 | 10% | 59% |
| \$220 | Louisville, KY | New York, NY | CO | 8,430 | 33% | \$242 | 7% | \$550 | 8% | 32% |
| | | | DL | 3,400 | 13% | \$259 | 6% | \$550 | 6% | 35% |
| | | | US | 8,770 | 34% | \$226 | 11% | \$550 | 8% | 23% |
| \$219 | Cincinnati, OH | New York, NY | CO | 10,740 | 15% | \$250 | 5% | \$550 | 6% | 45% |
| | | | DL | 54,010 | 75% | \$220 | 7% | \$150 | 10% | 36% |
| \$219 | New York, NY | Richmond, VA | CO | 9,180 | 27% | \$247 | 10% | \$425 | 8% | 42% |
| | | | DL | 5,760 | 17% | \$201 | 6% | \$400 | 6% | 36% |
| | | | US | 17,790 | 53% | \$209 | 7% | \$400 | 7% | 40% |
| \$218 | Minneapolis/St.Paul, MN | Nashville, TN | NW | 12,890 | 73% | \$249 | 16% | \$550 | 7% | 19% |
| \$216 | Dallas/Ft. Worth, TX | Memphis, TN | AA | 12,410 | 56% | \$208 | 5% | \$475 | 5% | 49% |
| | | | DL | 3,590 | 16% | \$211 | 6% | \$475 | 9% | 80% |
| | | | NW | 5,280 | 24% | \$240 | 6% | \$475 | 8% | 45% |
| \$215 | St. Louis, MO | Washington, DC | AA | 17,830 | 49% | \$222 | 8% | \$325 | 8% | 22% |
| | | | TW | 13,850 | 38% | \$219 | 6% | \$325 | 13% | 30% |
| \$215 | Columbus, OH | Philadelphia, PA | HP | 6,490 | 25% | \$171 | 12% | \$425 | 6% | 36% |
| | | | US | 17,730 | 69% | \$233 | 9% | \$450 | 12% | 44% |
| \$215 | Boston, MA | Pittsburgh, PA | US | 35,080 | 84% | \$227 | 6% | \$550 | 7% | 36% |
| \$214 | Detroit, MI | Indianapolis, IN | NW | 17,750 | 88% | \$226 | 24% | \$400 | 6% | 37% |
| \$213 | Detroit, MI | Washington, DC | NW | 36,510 | 86% | \$227 | 14% | \$475 | 9% | 26% |
| \$212 | Atlanta, GA | Indianapolis, IN | DL | 23,570 | 77% | \$238 | 10% | \$500 | 10% | 30% |
| \$210 | Cincinnati, OH | Washington, DC | DL | 21,970 | 92% | \$213 | 8% | \$500 | 6% | 43% |
| \$210 | Detroit, MI | Milwaukee, WI | NW | 18,000 | 97% | \$213 | 11% | \$400 | 7% | 14% |
| \$209 | Charlotte, NC | Tampa/St. Petersburg/Lakeland, FL | US | 21,280 | 90% | \$207 | 7% | \$525 | 5% | 28% |
| \$206 | Houston, TX | Memphis, TN | CO | 8,150 | 48% | \$239 | 8% | \$500 | 5% | 33% |
| | | | NW | 5,790 | 34% | \$189 | 5% | \$450 | 5% | 28% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

Fourth Quarter 2001

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Market Average | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------|----------------------------|------------------|---------|----------------|-------|-------|----------------------------|--------|----------------------------|--------|------------------------------------|
| | | | | Psgrs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$206 | Boston, MA | Philadelphia, PA | AA | 10,530 | 13% | \$175 | \$75 | 11% | \$325 | 10% | 31% |
| | | | US | 64,370 | 78% | \$212 | \$75 | 8% | \$375 | 8% | 48% |
| \$205 | Greenville/Spartanburg, SC | New York, NY | CO | 9,300 | 38% | \$231 | \$100 | 9% | \$475 | 12% | 30% |
| | | | DL | 5,610 | 23% | \$199 | \$75 | 7% | \$475 | 6% | 29% |
| | | | US | 8,500 | 34% | \$188 | \$75 | 6% | \$175 | 5% | 21% |
| \$204 | Dallas/Ft. Worth, TX | Omaha, NE | AA | 13,460 | 77% | \$217 | \$75 | 8% | \$375 | 6% | 35% |
| \$203 | Atlanta, GA | St. Louis, MO | AA | 5,500 | 11% | \$179 | \$50 | 10% | \$450 | 5% | 33% |
| | | | DL | 26,400 | 54% | \$211 | \$75 | 7% | \$450 | 9% | 40% |
| | | | TW | 14,120 | 29% | \$213 | \$50 | 6% | \$450 | 8% | 47% |
| \$203 | Dallas/Ft. Worth, TX | Nashville, TN | AA | 22,410 | 62% | \$224 | \$100 | 6% | \$175 | 10% | 24% |
| | | | CO | 4,050 | 11% | \$134 | \$50 | 22% | \$275 | 13% | 40% |
| | | | DL | 3,900 | 11% | \$191 | \$50 | 10% | \$250 | 7% | 44% |
| \$202 | Atlanta, GA | Richmond, VA | DL | 32,160 | 93% | \$206 | \$100 | 14% | \$300 | 10% | 17% |
| \$202 | Minneapolis/St.Paul, MN | Pittsburgh, PA | NW | 10,840 | 51% | \$240 | \$100 | 7% | \$500 | 10% | 31% |
| | | | US | 8,060 | 38% | \$169 | \$100 | 20% | \$150 | 5% | 14% |
| \$201 | Boston, MA | Buffalo, NY | US | 15,820 | 93% | \$202 | \$75 | 6% | \$425 | 8% | 39% |
| \$201 | Chicago, IL | Memphis, TN | AA | 8,160 | 35% | \$187 | \$75 | 11% | \$300 | 6% | 32% |
| | | | FL | 2,420 | 11% | \$131 | \$75 | 19% | \$250 | 9% | 15% |
| | | | NW | 10,090 | 44% | \$235 | \$75 | 6% | \$450 | 7% | 44% |

Markets Under 750 Miles, City-Pairs with Average Fares Under \$70

| | | | | | | | | | | | |
|------|----------------------|-----------------------------------|----|--------|-----|------|------|-----|-------|-----|-----|
| \$70 | Baltimore, MD | Louisville, KY | WN | 52,230 | 85% | \$68 | \$50 | 24% | \$100 | 33% | 0% |
| \$70 | Boise, ID | Portland, OR | AS | 24,240 | 38% | \$85 | \$50 | 31% | \$150 | 23% | 5% |
| | | | WN | 38,510 | 61% | \$60 | \$50 | 45% | \$100 | 25% | 0% |
| \$70 | Dallas/Ft. Worth, TX | Tulsa, OK | AA | 19,220 | 27% | \$69 | \$50 | 24% | \$100 | 35% | 1% |
| | | | WN | 48,270 | 68% | \$70 | \$50 | 40% | \$100 | 49% | 0% |
| \$69 | Baltimore, MD | Cleveland, OH | CO | 37,190 | 43% | \$76 | \$50 | 29% | \$100 | 25% | 6% |
| | | | WN | 46,350 | 54% | \$63 | \$50 | 40% | \$100 | 37% | 0% |
| \$69 | Dallas/Ft. Worth, TX | Midland/Odessa, TX | AA | 5,710 | 11% | \$81 | \$50 | 8% | \$125 | 9% | 2% |
| | | | WN | 43,880 | 88% | \$68 | \$50 | 24% | \$100 | 36% | 0% |
| \$69 | Ft. Lauderdale, FL | Orlando/Kissimmee, FL | DL | 5,750 | 13% | \$78 | \$50 | 13% | \$125 | 14% | 2% |
| | | | WN | 39,180 | 87% | \$67 | \$50 | 20% | \$100 | 59% | 0% |
| \$68 | Las Vegas, NV | San Francisco, CA | HP | 48,330 | 26% | \$58 | \$25 | 9% | \$150 | 7% | 19% |
| | | | N7 | 86,890 | 47% | \$59 | \$25 | 12% | \$100 | 12% | 21% |
| | | | UA | 49,350 | 26% | \$94 | \$50 | 18% | \$200 | 8% | 14% |
| \$68 | Jacksonville, FL | Tampa/St. Petersburg/Lakeland, FL | US | 11,050 | 57% | \$72 | \$50 | 18% | \$100 | 6% | 2% |
| | | | WN | 8,210 | 43% | \$62 | \$50 | 34% | \$100 | 48% | 0% |
| \$68 | Atlanta, GA | Savannah, GA | DL | 27,060 | 87% | \$67 | \$50 | 47% | \$125 | 6% | 3% |
| | | | FL | 3,850 | 12% | \$69 | \$50 | 52% | \$175 | 6% | 8% |
| \$68 | Reno, NV | Salt Lake City, UT | WN | 17,460 | 94% | \$67 | \$50 | 25% | \$125 | 15% | 0% |
| \$68 | St. Louis, MO | Tulsa, OK | TW | 7,110 | 31% | \$74 | \$50 | 15% | \$100 | 34% | 3% |
| | | | WN | 14,030 | 62% | \$62 | \$50 | 35% | \$100 | 30% | 0% |
| \$67 | Chicago, IL | Louisville, KY | UA | 13,820 | 22% | \$79 | \$50 | 31% | \$150 | 15% | 4% |
| | | | WN | 42,580 | 68% | \$60 | \$50 | 43% | \$100 | 35% | 0% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

Fourth Quarter 2001

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Market Average | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------|----------------------|-----------------------------------|---------|----------------|-------|------|----------------------------|--------|----------------------------|--------|------------------------------------|
| | | | | Psgrs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$67 | Harlingen, TX | Houston, TX | CO | 4,220 | 10% | \$74 | \$50 | 54% | \$125 | 7% | 5% |
| | | | WN | 37,700 | 90% | \$67 | \$50 | 48% | \$125 | 7% | 0% |
| \$67 | Baltimore, MD | Raleigh/Durham, NC | US | 15,680 | 31% | \$78 | \$50 | 44% | \$100 | 20% | 10% |
| | | | WN | 35,410 | 69% | \$62 | \$50 | 35% | \$100 | 41% | 0% |
| \$67 | Atlanta, GA | Myrtle Beach, SC | DL | 9,410 | 50% | \$71 | \$50 | 41% | \$125 | 10% | 2% |
| | | | FL | 9,290 | 49% | \$62 | \$50 | 58% | \$125 | 6% | 3% |
| \$66 | Seattle, WA | Spokane, WA | AS | 73,880 | 55% | \$72 | \$50 | 30% | \$125 | 5% | 1% |
| | | | WN | 59,000 | 44% | \$59 | \$50 | 41% | \$100 | 28% | 0% |
| \$66 | Glendale/Burbank, CA | Las Vegas, NV | WN | 136,770 | 100% | \$66 | \$50 | 32% | \$100 | 42% | 0% |
| \$66 | Kansas City, MO | Nashville, TN | WN | 30,870 | 88% | \$64 | \$50 | 32% | \$100 | 31% | 0% |
| \$66 | Ft. Lauderdale, FL | Tampa/St. Petersburg/Lakeland, FL | WN | 80,060 | 95% | \$66 | \$50 | 25% | \$100 | 56% | 0% |
| \$66 | Las Vegas, NV | Reno, NV | WN | 121,860 | 96% | \$66 | \$50 | 38% | \$100 | 31% | 0% |
| \$66 | Kansas City, MO | Oklahoma City, OK | WN | 25,220 | 98% | \$65 | \$50 | 41% | \$100 | 38% | 0% |
| \$65 | Baltimore, MD | Hartford, CT/Springfield, MA | US | 10,380 | 13% | \$77 | \$50 | 36% | \$100 | 18% | 6% |
| | | | WN | 71,990 | 87% | \$63 | \$50 | 27% | \$100 | 41% | 0% |
| \$65 | Ft. Lauderdale, FL | Jacksonville, FL | WN | 58,210 | 99% | \$64 | \$50 | 28% | \$100 | 45% | 0% |
| \$65 | Amarillo, TX | Dallas/Ft. Worth, TX | AA | 8,720 | 15% | \$70 | \$50 | 12% | \$100 | 28% | 1% |
| | | | WN | 47,210 | 82% | \$64 | \$50 | 36% | \$100 | 36% | 0% |
| \$65 | Birmingham, AL | New Orleans, LA | WN | 26,290 | 96% | \$63 | \$50 | 46% | \$100 | 31% | 0% |
| \$64 | Los Angeles, CA | Tucson, AZ | UA | 11,460 | 15% | \$64 | \$50 | 49% | \$125 | 5% | 2% |
| | | | WN | 62,110 | 80% | \$64 | \$50 | 33% | \$100 | 40% | 0% |
| \$64 | Glendale/Burbank, CA | Phoenix, AZ | HP | 18,910 | 21% | \$58 | \$50 | 55% | \$100 | 24% | 4% |
| | | | WN | 71,790 | 79% | \$66 | \$50 | 37% | \$100 | 41% | 0% |
| \$64 | Las Vegas, NV | San Diego, CA | HP | 27,400 | 18% | \$51 | \$50 | 65% | \$100 | 12% | 2% |
| | | | WN | 127,750 | 82% | \$66 | \$50 | 41% | \$125 | 27% | 0% |
| \$64 | Baltimore, MD | Manchester, NH | US | 25,660 | 21% | \$67 | \$50 | 27% | \$125 | 8% | 2% |
| | | | WN | 97,840 | 79% | \$62 | \$50 | 29% | \$100 | 40% | 0% |
| \$64 | Las Vegas, NV | Santa Ana, CA | HP | 62,280 | 70% | \$62 | \$50 | 49% | \$100 | 30% | 2% |
| | | | WN | 20,210 | 23% | \$68 | \$50 | 44% | \$100 | 41% | 0% |
| \$64 | Portland, OR | Spokane, WA | AS | 23,440 | 39% | \$72 | \$50 | 32% | \$100 | 36% | 4% |
| | | | WN | 36,020 | 60% | \$58 | \$50 | 44% | \$100 | 29% | 0% |
| \$64 | Little Rock, AR | St. Louis, MO | AA | 2,390 | 10% | \$74 | \$50 | 21% | \$125 | 15% | 2% |
| | | | TW | 6,280 | 27% | \$66 | \$50 | 38% | \$100 | 26% | 2% |
| | | | WN | 14,440 | 62% | \$60 | \$50 | 50% | \$100 | 28% | 0% |
| \$63 | Las Vegas, NV | Ontario, CA | WN | 76,000 | 97% | \$64 | \$50 | 38% | \$100 | 37% | 0% |
| | | | WN | 41,540 | 93% | \$63 | \$50 | 39% | \$100 | 34% | 0% |
| \$63 | San Diego, CA | Tucson, AZ | HP | 2,050 | 12% | \$70 | \$50 | 40% | \$100 | 19% | 5% |
| | | | WN | 15,540 | 87% | \$62 | \$50 | 50% | \$125 | 21% | 0% |
| \$63 | Boise, ID | Salt Lake City, UT | DL | 8,820 | 34% | \$72 | \$50 | 29% | \$125 | 7% | 3% |
| | | | WN | 17,240 | 66% | \$58 | \$50 | 51% | \$100 | 25% | 0% |
| \$62 | Baltimore, MD | Providence, RI | US | 43,840 | 25% | \$67 | \$50 | 19% | \$100 | 28% | 2% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

Fourth Quarter 2001

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Market Average | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------------|--------------------------------------|------------------------|---------|----------------|-------|-------------------------------|-----|-------------------------------|--------|--|
| | | | | Psgrs | Share | Fare | % | Fare | %Psgrs | |
| \$62 | Reno, NV | San Jose/Palo Alto, CA | WN | 130,350 | 75% | \$60 | 36% | \$100 | 37% | 0% |
| \$62 | Kansas City, MO | St. Louis, MO | WN | 38,350 | 100% | \$62 | 26% | \$100 | 37% | 0% |
| \$62 | | | AA | 6,190 | 12% | \$66 | 32% | \$100 | 29% | 2% |
| | | | TW | 19,870 | 37% | \$63 | 31% | \$100 | 37% | 1% |
| | | | WN | 27,550 | 51% | \$60 | 38% | \$100 | 45% | 0% |
| \$62 | Boise, ID | Spokane, WA | AS | 11,070 | 30% | \$72 | 27% | \$125 | 8% | 1% |
| | | | WN | 25,820 | 70% | \$57 | 50 | \$100 | 23% | 0% |
| \$61 | Ontario, CA | Phoenix, AZ | HP | 21,540 | 20% | \$56 | 54% | \$100 | 25% | 2% |
| | | | WN | 83,580 | 79% | \$63 | 44% | \$100 | 39% | 0% |
| \$61 | Baltimore, MD | Islip/Long Island, NY | WN | 43,280 | 100% | \$61 | 32% | \$100 | 41% | 0% |
| \$61 | Los Angeles, CA | Phoenix, AZ | HP | 51,770 | 26% | \$59 | 55% | \$100 | 22% | 4% |
| | | | WN | 133,240 | 67% | \$61 | 47% | \$100 | 36% | 0% |
| \$61 | Albuquerque, NM | Phoenix, AZ | HP | 23,240 | 19% | \$56 | 51% | \$100 | 22% | 1% |
| | | | WN | 96,270 | 80% | \$62 | 48% | \$100 | 32% | 0% |
| \$61 | Phoenix, AZ | San Diego, CA | HP | 34,070 | 23% | \$55 | 57% | \$100 | 21% | 3% |
| | | | WN | 114,110 | 77% | \$63 | 44% | \$100 | 36% | 0% |
| \$61 | Las Vegas, NV | Tucson, AZ | HP | 9,660 | 21% | \$57 | 50 | \$100 | 17% | 3% |
| | | | WN | 36,380 | 79% | \$62 | 39% | \$100 | 30% | 0% |
| \$61 | El Paso, TX | Phoenix, AZ | HP | 9,490 | 20% | \$59 | 52% | \$100 | 30% | 2% |
| | | | WN | 38,370 | 80% | \$61 | 50% | \$100 | 29% | 0% |
| \$61 | Oakland/Berkeley, CA | Reno, NV | WN | 34,350 | 100% | \$61 | 50 | \$100 | 36% | 0% |
| \$61 | Louisville, KY | St. Louis, MO | TW | 3,710 | 22% | \$66 | 36% | \$100 | 31% | 3% |
| | | | WN | 11,420 | 68% | \$57 | 51% | \$100 | 35% | 0% |
| \$60 | Tampa/St. Petersburg/Lakeland, FL | West Palm Beach, FL | WN | 20,720 | 90% | \$60 | 50 | \$100 | 47% | 0% |
| \$60 | Las Vegas, NV | Los Angeles, CA | HP | 50,180 | 17% | \$49 | 25 | \$100 | 17% | 20% |
| | | | N7 | 39,890 | 14% | \$49 | 25 | \$100 | 9% | 13% |
| | | | WN | 130,930 | 45% | \$63 | 50 | \$100 | 39% | 0% |
| \$59 | Albany, NY | Baltimore, MD | US | 10,270 | 18% | \$65 | 50 | \$75 | 56% | 5% |
| | | | WN | 45,040 | 81% | \$58 | 50 | \$75 | 66% | 0% |
| \$59 | Las Vegas, NV | Phoenix, AZ | HP | 54,610 | 24% | \$52 | 50 | \$100 | 17% | 2% |
| | | | WN | 167,700 | 75% | \$61 | 50 | \$100 | 30% | 0% |
| \$58 | Baltimore, MD | Buffalo, NY | US | 10,930 | 17% | \$67 | 50 | \$100 | 5% | 6% |
| | | | WN | 53,680 | 82% | \$57 | 50 | \$75 | 62% | 0% |
| \$58 | Omaha, NE | St. Louis, MO | AA | 3,320 | 10% | \$67 | 50 | \$100 | 24% | 6% |
| | | | TW | 13,050 | 41% | \$63 | 50 | \$100 | 18% | 4% |
| | | | WN | 14,880 | 47% | \$51 | 50 | \$100 | 18% | 0% |
| \$50 | Islip/Long Island, NY | Providence, RI | WN | 20,890 | 100% | \$50 | 50 | \$75 | 62% | 0% |

Fourth Quarter 2001 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|----------------------------|---------|---|-----------|--------------|----------------|---------|--|--------------|----------------|---------|-------|---|----------------|---------|-------|--------------|
| City Markets | Airport | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | |
| | | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare |
| White Plains, NY | HPN | 22 | 117,320 | 0% | \$280 | 80 | 10 | 81,620 | 0% | \$265 | 72 | 12 | 35,700 | 0% | \$314 | 97 |
| Charlotte, NC | CLT | 87 | 893,700 | 0% | \$236 | 63 | 56 | 644,290 | 0% | \$224 | 70 | 31 | 249,410 | 0% | \$268 | 50 |
| Cincinnati, OH | CVG | 92 | 837,860 | 0% | \$224 | 59 | 58 | 463,020 | 0% | \$225 | 79 | 34 | 374,840 | 0% | \$223 | 39 |
| Richmond, VA | RIC | 56 | 335,940 | 0% | \$230 | 43 | 29 | 208,560 | 0% | \$220 | 53 | 27 | 127,380 | 0% | \$246 | 30 |
| Greenville/Spartanburg, SC | GSP | 46 | 169,930 | 0% | \$234 | 41 | 27 | 107,700 | 0% | \$219 | 40 | 19 | 62,230 | 0% | \$260 | 42 |
| Washington, DC | IAD | 136 | 1,594,770 | 25% | \$226 | 37 | 63 | 558,900 | 45% | \$162 | 26 | 73 | 1,035,870 | 15% | \$261 | 42 |
| Denver, CO | DEN | 142 | 3,241,640 | 55% | \$203 | 32 | 30 | 772,170 | 83% | \$173 | 30 | 112 | 2,469,470 | 46% | \$212 | 33 |
| Dallas/Ft. Worth, TX | DFW | 161 | 3,753,860 | 19% | \$198 | 31 | 57 | 1,053,950 | 40% | \$142 | 7 | 104 | 2,699,910 | 11% | \$220 | 39 |
| Washington, DC | DCA | 136 | 1,283,370 | 1% | \$186 | 29 | 61 | 740,780 | 1% | \$167 | 43 | 75 | 542,590 | 0% | \$212 | 17 |
| Minneapolis/St.Paul, MN | MSP | 131 | 2,655,250 | 26% | \$195 | 29 | 48 | 835,730 | 28% | \$192 | 58 | 83 | 1,819,520 | 26% | \$196 | 19 |
| Portland, ME | PWM | 42 | 148,960 | 0% | \$202 | 25 | 13 | 55,450 | 0% | \$187 | 65 | 29 | 93,510 | 0% | \$211 | 11 |
| San Francisco, CA | SFO | 120 | 3,072,980 | 17% | \$220 | 25 | 19 | 1,033,620 | 18% | \$105 | -7 | 101 | 2,039,360 | 16% | \$278 | 34 |
| Pittsburgh, PA | PIT | 96 | 1,235,030 | 17% | \$172 | 25 | 56 | 691,780 | 28% | \$161 | 36 | 40 | 543,250 | 4% | \$186 | 14 |
| Columbia, SC | CAE | 42 | 126,050 | 0% | \$223 | 23 | 25 | 81,000 | 0% | \$208 | 22 | 17 | 45,050 | 0% | \$250 | 25 |
| Harrisburg, PA | MDT | 35 | 145,320 | 0% | \$211 | 23 | 14 | 61,350 | 0% | \$221 | 56 | 21 | 83,970 | 0% | \$204 | 5 |
| Chicago, IL | ORD | 161 | 5,055,190 | 11% | \$174 | 22 | 80 | 2,345,470 | 0% | \$162 | 34 | 81 | 2,709,720 | 21% | \$185 | 15 |
| Boston, MA | BOS | 123 | 2,995,300 | 8% | \$190 | 22 | 38 | 1,011,390 | 0% | \$162 | 58 | 85 | 1,983,910 | 12% | \$205 | 12 |
| Houston, TX | IAH | 137 | 2,284,790 | 8% | \$188 | 22 | 38 | 582,090 | 17% | \$120 | 1 | 99 | 1,702,700 | 6% | \$211 | 27 |
| Memphis, TN | MEM | 78 | 626,790 | 32% | \$189 | 22 | 45 | 384,690 | 46% | \$173 | 19 | 33 | 242,100 | 11% | \$214 | 26 |
| Rochester, NY | ROC | 48 | 336,740 | 39% | \$159 | 21 | 22 | 200,990 | 28% | \$147 | 49 | 26 | 135,750 | 55% | \$178 | -1 |
| New York, NY | LGA | 167 | 3,814,090 | 35% | \$168 | 20 | 61 | 1,611,580 | 13% | \$155 | 40 | 106 | 2,202,510 | 51% | \$178 | 11 |
| Philadelphia, PA | PHL | 126 | 2,567,370 | 30% | \$191 | 20 | 59 | 1,073,070 | 27% | \$180 | 42 | 67 | 1,494,300 | 33% | \$200 | 9 |
| New York, NY | EWR | 165 | 3,420,320 | 7% | \$201 | 19 | 62 | 1,168,280 | 5% | \$179 | 35 | 103 | 2,252,040 | 7% | \$213 | 13 |
| Allentown, PA | ABE | 34 | 115,520 | 0% | \$200 | 18 | 11 | 35,230 | 0% | \$235 | 81 | 23 | 80,290 | 0% | \$184 | -1 |
| Syracuse, NY | SYR | 49 | 270,890 | 33% | \$174 | 15 | 20 | 113,970 | 24% | \$162 | 37 | 29 | 156,920 | 40% | \$183 | 4 |
| St. Louis, MO | STL | 104 | 1,986,440 | 61% | \$155 | 13 | 56 | 1,066,850 | 58% | \$125 | 2 | 48 | 919,590 | 64% | \$190 | 23 |
| Des Moines, IA | DSM | 48 | 244,080 | 19% | \$182 | 13 | 15 | 84,550 | 11% | \$193 | 48 | 33 | 159,530 | 23% | \$177 | -1 |
| Cleveland, OH | CLE | 90 | 1,429,360 | 44% | \$159 | 12 | 47 | 752,700 | 52% | \$149 | 27 | 43 | 676,660 | 34% | \$171 | 0 |

Fourth Quarter 2001 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|------------------------------|---------|---|-----------|--------------|----------------|---------|--|--------------|----------------|---------|-------|---|----------------|---------|-------|--------------|
| City Markets | Airport | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | |
| | | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare |
| Colorado Springs, CO | COS | 54 | 307,810 | 2% | \$191 | 11 | 10 | 76,790 | 6% | \$162 | -3 | 44 | 231,020 | 0% | \$201 | 16 |
| Santa Ana, CA | SNA | 86 | 1,488,810 | 37% | \$159 | 10 | 14 | 708,720 | 75% | \$91 | -8 | 72 | 780,090 | 2% | \$221 | 19 |
| Charleston, SC | CHS | 48 | 201,520 | 0% | \$198 | 10 | 27 | 123,870 | 0% | \$186 | 8 | 21 | 77,650 | 0% | \$218 | 14 |
| Detroit, MI | DTW | 117 | 2,610,320 | 53% | \$166 | 10 | 65 | 1,289,580 | 42% | \$161 | 29 | 52 | 1,320,740 | 64% | \$170 | -4 |
| Atlanta, GA | ATL | 155 | 5,001,200 | 52% | \$152 | 9 | 95 | 3,410,080 | 60% | \$133 | 4 | 60 | 1,591,120 | 35% | \$194 | 18 |
| Houston, TX | EFD | 95 | 16,200 | 0% | \$163 | 9 | 32 | 4,260 | 0% | \$112 | 2 | 63 | 11,940 | 0% | \$182 | 10 |
| Milwaukee, WI | MKE | 80 | 886,330 | 15% | \$171 | 8 | 40 | 386,000 | 1% | \$177 | 25 | 40 | 500,330 | 26% | \$166 | -4 |
| Grand Rapids, MI | GRR | 52 | 285,090 | 24% | \$173 | 7 | 25 | 118,120 | 14% | \$182 | 22 | 27 | 166,970 | 32% | \$167 | -2 |
| Madison, WI | MSN | 48 | 217,030 | 16% | \$177 | 6 | 17 | 64,990 | 4% | \$181 | 18 | 31 | 152,040 | 21% | \$176 | 2 |
| Miami, FL | MIA | 101 | 1,636,380 | 21% | \$170 | 2 | 20 | 303,960 | 60% | \$125 | -11 | 81 | 1,332,420 | 12% | \$181 | 4 |
| New York, NY | JFK | 158 | 1,916,540 | 63% | \$189 | 2 | 53 | 243,210 | 74% | \$91 | 6 | 105 | 1,673,330 | 62% | \$203 | 1 |
| Greensboro/High Point, NC | GSO | 56 | 416,660 | 33% | \$157 | 0 | 35 | 319,490 | 34% | \$139 | -4 | 21 | 97,170 | 30% | \$216 | 10 |
| Indio/Palm Springs, CA | PSP | 27 | 154,370 | 0% | \$170 | -1 | 4 | 37,250 | 0% | \$109 | -15 | 23 | 117,120 | 0% | \$189 | 2 |
| Los Angeles, CA | LAX | 151 | 5,422,960 | 58% | \$168 | -1 | 25 | 1,731,050 | 86% | \$79 | -20 | 126 | 3,691,910 | 44% | \$209 | 3 |
| Burlington, VT | BTW | 37 | 142,450 | 38% | \$161 | -1 | 14 | 58,550 | 30% | \$132 | 11 | 23 | 83,900 | 44% | \$182 | -7 |
| Austin, TX | AUS | 91 | 1,281,620 | 75% | \$145 | -4 | 24 | 381,200 | 87% | \$100 | -12 | 67 | 900,420 | 70% | \$164 | -2 |
| Hartford, CT/Springfield, MA | BDL | 90 | 1,280,730 | 42% | \$152 | -4 | 30 | 307,350 | 51% | \$150 | 15 | 60 | 973,380 | 40% | \$153 | -9 |
| Mission/Mcallen, TX | MFE | 18 | 57,530 | 0% | \$157 | -5 | 6 | 31,980 | 0% | \$110 | -24 | 12 | 25,550 | 0% | \$215 | 14 |
| Dayton, OH | DAY | 55 | 348,240 | 58% | \$149 | -6 | 30 | 196,840 | 48% | \$141 | -3 | 25 | 151,400 | 71% | \$160 | -9 |
| Tallahassee, FL | TLH | 25 | 129,470 | 70% | \$144 | -6 | 13 | 96,090 | 70% | \$128 | -14 | 12 | 33,380 | 70% | \$190 | 12 |
| San Jose/Palo Alto, CA | SJC | 79 | 2,084,550 | 76% | \$133 | -6 | 15 | 1,314,940 | 97% | \$83 | -21 | 64 | 769,610 | 39% | \$217 | 6 |
| San Diego, CA | SAN | 116 | 2,779,270 | 73% | \$143 | -7 | 18 | 1,180,200 | 91% | \$83 | -22 | 98 | 1,599,070 | 59% | \$188 | -1 |
| Sarasota/Bradenton, FL | SRQ | 38 | 175,970 | 21% | \$146 | -7 | 4 | 22,400 | 0% | \$129 | -19 | 34 | 153,570 | 25% | \$149 | -6 |
| West Palm Beach, FL | PBI | 79 | 1,089,500 | 39% | \$142 | -8 | 13 | 117,200 | 40% | \$128 | -6 | 66 | 972,300 | 39% | \$144 | -9 |
| Salt Lake City, UT | SLC | 91 | 1,613,650 | 68% | \$142 | -8 | 25 | 932,860 | 86% | \$102 | -20 | 66 | 680,790 | 44% | \$197 | 2 |
| Norfolk, VA | ORF | 75 | 594,710 | 49% | \$151 | -9 | 36 | 324,700 | 54% | \$132 | -13 | 39 | 270,010 | 43% | \$174 | -5 |
| Columbus, OH | CMH | 83 | 1,173,190 | 50% | \$139 | -9 | 45 | 556,010 | 37% | \$138 | 9 | 38 | 617,180 | 62% | \$141 | -20 |

Fourth Quarter 2001 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|-----------------------|---------|---|-----------|--------------|----------------|---------|--|--------------|----------------|---------|-------|---|----------------|---------|-------|--------------|
| City Markets | Airport | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | |
| | | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare |
| San Antonio, TX | SAT | 97 | 1,250,180 | 67% | \$140 | -10 | 24 | 398,040 | 82% | \$96 | -23 | 73 | 852,140 | 60% | \$161 | -5 |
| Ft. Myers, FL | RSW | 79 | 934,160 | 45% | \$147 | -10 | 7 | 58,620 | 66% | \$132 | -7 | 72 | 875,540 | 43% | \$148 | -10 |
| Houston, TX | HOU | 130 | 1,372,710 | 96% | \$116 | -10 | 35 | 845,740 | 97% | \$92 | -14 | 95 | 526,970 | 95% | \$156 | -6 |
| Tulsa, OK | TUL | 64 | 540,500 | 72% | \$136 | -10 | 25 | 289,230 | 65% | \$112 | -14 | 39 | 251,270 | 79% | \$163 | -7 |
| Seattle/Tacoma, WA | SEA | 140 | 3,491,840 | 50% | \$153 | -11 | 33 | 1,049,160 | 69% | \$97 | -26 | 107 | 2,442,680 | 41% | \$177 | -6 |
| Jackson/Vicksburg, MS | JAN | 46 | 207,060 | 64% | \$146 | -11 | 22 | 124,680 | 61% | \$129 | -16 | 24 | 82,380 | 69% | \$172 | -4 |
| Glendale/Burbank, CA | BUR | 47 | 992,670 | 90% | \$95 | -11 | 15 | 785,770 | 92% | \$78 | -13 | 32 | 206,900 | 81% | \$160 | -7 |
| Portland, OR | PDX | 104 | 2,030,100 | 62% | \$140 | -11 | 23 | 699,450 | 76% | \$88 | -25 | 81 | 1,330,650 | 55% | \$167 | -6 |
| Albany, NY | ALB | 63 | 499,850 | 62% | \$144 | -12 | 25 | 178,610 | 51% | \$132 | 0 | 38 | 321,240 | 68% | \$151 | -16 |
| Indianapolis, IN | IND | 93 | 1,298,220 | 59% | \$143 | -12 | 51 | 521,950 | 39% | \$155 | 3 | 42 | 776,270 | 73% | \$134 | -22 |
| Manchester, NH | MHT | 60 | 680,730 | 79% | \$140 | -12 | 14 | 229,760 | 75% | \$120 | -3 | 46 | 450,970 | 81% | \$149 | -16 |
| Phoenix, AZ | PHX | 149 | 4,271,890 | 73% | \$131 | -13 | 30 | 1,752,350 | 92% | \$87 | -17 | 119 | 2,519,540 | 61% | \$162 | -11 |
| Raleigh/Durham, NC | RDU | 98 | 1,521,970 | 60% | \$133 | -13 | 57 | 997,770 | 59% | \$120 | -13 | 41 | 524,200 | 62% | \$160 | -13 |
| Oklahoma City, OK | OKC | 74 | 593,560 | 69% | \$139 | -14 | 28 | 259,270 | 72% | \$110 | -22 | 46 | 334,290 | 67% | \$162 | -8 |
| Corpus Christi, TX | CRP | 26 | 106,370 | 71% | \$121 | -14 | 11 | 75,450 | 76% | \$98 | -18 | 15 | 30,920 | 57% | \$176 | -7 |
| Dallas/Ft. Worth, TX | DAL | 121 | 1,088,130 | 98% | \$87 | -14 | 43 | 1,039,010 | 99% | \$82 | -16 | 78 | 49,120 | 84% | \$197 | 10 |
| New Orleans, LA | MSY | 108 | 1,779,770 | 65% | \$130 | -14 | 41 | 827,620 | 80% | \$106 | -19 | 67 | 952,150 | 53% | \$151 | -11 |
| Tucson, AZ | TUS | 65 | 634,990 | 49% | \$134 | -15 | 14 | 286,360 | 90% | \$85 | -34 | 51 | 348,630 | 14% | \$175 | -3 |
| Sacramento, CA | SMF | 76 | 1,679,850 | 84% | \$119 | -15 | 14 | 1,123,930 | 96% | \$84 | -24 | 62 | 555,920 | 61% | \$189 | -4 |
| Savannah, GA | SAV | 41 | 214,700 | 30% | \$137 | -15 | 22 | 130,760 | 37% | \$118 | -23 | 19 | 83,940 | 20% | \$167 | -4 |
| El Paso, TX | ELP | 58 | 532,490 | 80% | \$130 | -15 | 23 | 358,000 | 90% | \$104 | -25 | 35 | 174,490 | 60% | \$182 | 0 |
| Jacksonville, FL | JAX | 80 | 893,240 | 58% | \$131 | -15 | 30 | 413,210 | 81% | \$107 | -21 | 50 | 480,030 | 39% | \$151 | -11 |
| Providence, RI | PVD | 73 | 1,105,470 | 76% | \$136 | -15 | 21 | 349,400 | 76% | \$117 | 2 | 52 | 756,070 | 76% | \$145 | -20 |
| Little Rock, AR | LIT | 61 | 411,860 | 66% | \$131 | -16 | 28 | 232,240 | 74% | \$109 | -20 | 33 | 179,620 | 56% | \$158 | -12 |
| Flint, MI | FNT | 19 | 82,790 | 79% | \$131 | -16 | 9 | 33,510 | 64% | \$130 | -21 | 10 | 49,280 | 89% | \$132 | -12 |
| Ontario, CA | ONT | 72 | 1,311,490 | 86% | \$116 | -16 | 12 | 712,850 | 99% | \$75 | -23 | 60 | 598,640 | 72% | \$165 | -11 |
| Omaha, NE | OMA | 66 | 685,750 | 64% | \$131 | -16 | 20 | 232,850 | 66% | \$118 | -9 | 46 | 452,900 | 62% | \$137 | -19 |
| Albuquerque, NM | ABQ | 79 | 1,078,280 | 81% | \$128 | -17 | 25 | 551,080 | 92% | \$101 | -23 | 54 | 527,200 | 69% | \$155 | -12 |

Fourth Quarter 2001 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|-----------------------------------|---------|---|-----------|--------------|----------------|---------|--|--------------|----------------|---------|-------|---|----------------|---------|-------|--------------|
| City Markets | Airport | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | |
| | | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Avg Fare |
| Oakland/Berkeley, CA | OAK | 68 | 2,290,790 | 93% | \$111 | -17 | 14 | 1,697,690 | 100% | \$83 | -22 | 54 | 593,100 | 73% | \$192 | -9 |
| Baltimore, MD | BWI | 126 | 3,483,960 | 75% | \$129 | -17 | 58 | 1,676,380 | 73% | \$101 | -12 | 68 | 1,807,580 | 77% | \$154 | -20 |
| Kansas City, MO | MCI | 105 | 1,934,760 | 78% | \$126 | -17 | 44 | 915,210 | 77% | \$113 | -16 | 61 | 1,019,550 | 79% | \$139 | -18 |
| Nashville, TN | BNA | 97 | 1,350,780 | 75% | \$129 | -18 | 60 | 817,310 | 68% | \$123 | -15 | 37 | 533,470 | 85% | \$139 | -21 |
| Tampa/St. Petersburg/Lakeland, FL | TPA | 133 | 2,875,570 | 70% | \$128 | -18 | 36 | 661,690 | 86% | \$106 | -16 | 97 | 2,213,880 | 65% | \$134 | -18 |
| Birmingham, AL | BHM | 67 | 522,600 | 75% | \$138 | -18 | 39 | 342,780 | 78% | \$125 | -21 | 28 | 179,820 | 68% | \$162 | -12 |
| Long Beach, CA | LGB | 14 | 144,000 | 45% | \$163 | -18 | 3 | 23,540 | 0% | \$77 | -40 | 11 | 120,460 | 53% | \$180 | -15 |
| Louisville, KY | SDF | 72 | 668,150 | 69% | \$131 | -18 | 42 | 431,130 | 69% | \$123 | -16 | 30 | 237,020 | 67% | \$147 | -21 |
| Boise, ID | BOI | 52 | 480,800 | 81% | \$116 | -19 | 20 | 388,110 | 89% | \$95 | -25 | 32 | 92,690 | 46% | \$204 | -1 |
| Ft. Lauderdale, FL | FLL | 107 | 2,940,060 | 73% | \$130 | -19 | 22 | 464,230 | 88% | \$104 | -13 | 85 | 2,475,830 | 70% | \$134 | -20 |
| Amarillo, TX | AMA | 20 | 133,650 | 88% | \$100 | -19 | 9 | 104,520 | 90% | \$86 | -24 | 11 | 29,130 | 80% | \$149 | -8 |
| Buffalo, NY | BUF | 64 | 768,510 | 71% | \$118 | -19 | 30 | 397,370 | 59% | \$113 | -3 | 34 | 371,140 | 84% | \$124 | -31 |
| Akron/Canton, OH | CAK | 16 | 98,500 | 94% | \$119 | -21 | 8 | 47,470 | 87% | \$110 | -24 | 8 | 51,030 | 100% | \$127 | -18 |
| Chicago, IL | MDW | 151 | 2,389,900 | 99% | \$107 | -21 | 79 | 1,203,720 | 99% | \$89 | -18 | 72 | 1,186,180 | 100% | \$126 | -23 |
| Spokane, WA | GEG | 51 | 541,360 | 85% | \$111 | -22 | 9 | 319,540 | 98% | \$74 | -31 | 42 | 221,820 | 67% | \$164 | -14 |
| Lubbock, TX | LBB | 27 | 188,720 | 91% | \$98 | -22 | 14 | 156,850 | 94% | \$85 | -27 | 13 | 31,870 | 78% | \$158 | -9 |
| Orlando/Kissimmee, FL | MCO | 147 | 4,266,360 | 70% | \$126 | -23 | 35 | 619,780 | 80% | \$114 | -17 | 112 | 3,646,580 | 69% | \$128 | -23 |
| Midland/Odessa, TX | MAF | 25 | 152,500 | 94% | \$100 | -24 | 13 | 125,040 | 95% | \$89 | -28 | 12 | 27,460 | 90% | \$152 | -10 |
| Toledo, OH | TOL | 28 | 96,850 | 71% | \$123 | -24 | 14 | 46,920 | 52% | \$120 | -25 | 14 | 49,930 | 90% | \$126 | -23 |
| Newport News/Hampton/Wmsburg, VA | PHF | 14 | 53,850 | 91% | \$118 | -27 | 7 | 37,290 | 88% | \$111 | -29 | 7 | 16,560 | 97% | \$135 | -23 |
| Reno, NV | RNO | 63 | 795,170 | 84% | \$106 | -27 | 16 | 553,830 | 98% | \$78 | -35 | 47 | 241,340 | 52% | \$170 | -16 |
| Islip/Long Island, NY | ISP | 35 | 392,060 | 96% | \$110 | -28 | 11 | 111,640 | 91% | \$84 | -32 | 24 | 280,420 | 98% | \$121 | -26 |
| Gulfport/Biloxi, MS | GPT | 22 | 85,970 | 80% | \$114 | -29 | 10 | 61,040 | 89% | \$96 | -37 | 12 | 24,930 | 58% | \$157 | -10 |
| Atlantic City, NJ | ACY | 6 | 114,170 | 100% | \$116 | -29 | 1 | 8,350 | 100% | \$95 | -48 | 5 | 105,820 | 100% | \$118 | -27 |
| Las Vegas, NV | LAS | 145 | 5,352,570 | 89% | \$111 | -30 | 28 | 2,095,020 | 98% | \$74 | -25 | 117 | 3,257,550 | 83% | \$135 | -31 |
| Tampa/St. Petersburg/Lakeland, FL | PIE | 23 | 85,850 | 99% | \$106 | -30 | 1 | 10 | 0% | \$581 | 35 | 22 | 85,840 | 99% | \$106 | -30 |

Fourth Quarter 2001 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|------------------|---------|---|---------|-------------|----------|-------------------|--|---------|-------------|----------|-------------------|---|--------|-------------|----------|-------------------|
| City Markets | Airport | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | | Psgrs in Low-Fare Mkts | | | | |
| | | Markets | Psgrs | Mkt Mkts | Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Mkts | Avg Fare | % Fare Premium | Markets | Psgrs | Mkt Mkts | Avg Fare | % Fare Premium |
| Harlingen, TX | HRL | 20 | 135,890 | 95% | \$100 | -31 | 10 | 106,750 | 95% | \$85 | -37 | 10 | 29,140 | 94% | \$155 | -14 |
| Myrtle Beach, SC | MYR | 31 | 183,610 | 59% | \$102 | -37 | 24 | 156,710 | 63% | \$99 | -40 | 7 | 26,900 | 36% | \$121 | -19 |

Carrier Code Identifier and Footnotes

| <u>Code</u> | <u>Name</u> | <u>Code</u> | <u>Name</u> |
|-------------|-----------------------------|-------------|----------------------------|
| AA | American Airlines, Inc. | TW | Trans World Airlines, Inc. |
| AS | Alaska Airlines, Inc. | TZ | American Trans Air, Inc. |
| B6 | JetBlue Airways | UA | United Air Lines, Inc. |
| CO | Continental AirLines, Inc. | US | US Airways, Inc. |
| DL | Delta Air Lines, Inc. | WN | Southwest Airlines, Co. |
| F9 | Frontier Airlines, Inc. | XP | Casino Express |
| FL | AirTran Airways Corporation | YX | Midwest Express Airlines |
| G4 | Allegiant Air | | |
| HP | America West Airlines, Inc. | | |
| JI | Midway Airlines, Inc. | | |
| N7 | National Airlines | | |
| NJ | Vanguard Airlines, Inc. | | |
| NK | Spirit Air Lines | | |
| NW | Northwest Airlines, Inc. | | |
| PN | Pacific Northern | | |
| SY | Sun Country Airlines | | |

Data Source:

Origin and Destination Survey of Airline Passengers submitted by certificated airlines. A ten-percent sample of passenger tickets. Information in this report extracted from DB1B, using directional components of domestic itineraries (fared passengers only).

1/ Limited to carriers with a 10 percent or greater share of the market. In markets where only a single carrier has a 10 percent or greater share we have shown the lowest fare for any carrier that accounts for one percent or more of total traffic.

2/ Airlines tend to offer a wide variety of fares in any given market. Carriers with higher average prices may offer some seats at prices as low as, or even lower, than carriers with much lower average prices.

3/ Average fare per mile computed by dividing the average fare by the average passenger trip length.